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CENSUS OF
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PASSENGER
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SURVEY

CENSUS REGIONS AND GEOGRAPHIC DIVISIONS







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1963 CENSUS OF TRANSPORTATION

Volume I

Passenger Transportation Survey



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Acknowledgments

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PREFACE

The census of transportation, together with the censuses of business, manufactures, and mineral industries, is required by law under Title 13 of the United States Code, sections 131, 191a, and 224. The present transportation census presents statistics for the year 1963. The next such census will cover the year 1967 and future censuses are scheduled for 5-year intervals thereafter.

A large segment of transportation data is available from regulatory bodies, other government agencies, and private organizations. For that reason, the census of transportation was designed to collect the kinds of data that were not publicly available from other sources. The objective was to avoid duplication and fill important gaps in transportation information.

The 1963 Census of Transportation is the first national census of this type to be taken in the United States. It consists of four separate surveys: Passenger Transportation, Truck Inventory and Use, Commodity Transportation, and Motor Carrier. The first three surveys were taken on a sample basis; the motor carrier survey was based on a sample of truck carriers and a complete enumeration of bus carriers.

1963 Census of Transportation Publication Program

The 1963 Census of Transportation is comprised of four major surveys; each of which was conducted separately and independently. Final results are published in separate volumes, as described below.

PASSENGER TRANSPORTATION SURVEY (Volume I)

This survey consists of two parts:

Part 1—National Travel was based on quarterly interviews in 1963 with a nationwide probability sample of about 6,000 households. Data were obtained and tabulated for each of the four quarters in 1963, and an aggregation of these data was prepared to show travel for the whole calendar year. In addition, a panel of those households remaining in the survey throughout the four quarterly interviews served as a basis for analysis of annual travel patterns. The purpose of the national travel survey was to estimate the volume and describe the characteristics of out-of-town travel by the U.S. population during calendar year 1963.

Part 2—Home-to-Work Travel was based on a one-time interview conducted in October 1963 with a nationwide probability sample of approximately 6,000 households. The purpose of the survey was to obtain data on repetitive home-to-work movement of the American work force. The chief objective was to examine the national and regional requirements this movement exerted on existing local transportation resources.

TRUCK INVENTORY AND USE SURVEY (Volume II)

A probability sample of motor truck licenses was drawn in each of the 50 States and the

District of Columbia to obtain the characteristics and uses of the Nation's truck resources. Data for each of the 50 States, the District of Columbia, the 9 geographic divisions, and the United States as a whole, are contained in the volume.

COMMODITY TRANSPORTATION SURVEY (Volume III)

A probability sample of about 1 million bills of lading or other shipping documents was drawn from the files of approximately 10,000 manufacturers representing a universe of 250,000 plants to obtain information on the flow of commodities from the manufacturers to the market or redistribution points. The data were classified by Commodity Groups, Shipper Groups, and selected Production Areas and are tabulated by tons and ton-miles, means of transport, distances, and origin and destination areas. The volume is published in two books. The first book contains data for the Commodity Groups and the second book contains data for Shipper Groups and Production Areas.

MOTOR CARRIER SURVEY (Volume IV)

All bus carriers and a probability sample of truck carriers were used to estimate the size and characteristics of "for hire" highway carriers that are not subject to Interstate Commerce Commission regulation. Information was obtained on the form of ownership, principal type of service, total operating revenues, expenses, and selected nonfinancial statistics. The tabulations are similar to the major items collected by the Interstate Commerce Commission for small carriers under its jurisdiction.

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Introduction

General—The Passenger Transportation Survey was one of the four major projects of the 1963 Census of Transportation.¹ The purpose of the project was to estimate and characterize the volume and frequency of out-of-town travel and home-to-work travel occurring during the calendar year 1963. Two distinct surveys were conducted in the Passenger Transportation Survey—the National Travel Survey, dealing with out-of-town travel, and the Home-to-Work Travel Survey, dealing with local work commuting.

Out-of-town travel was measured by the occurrence of trips that involved either a stay of one or more nights, or a 1-day trip to a place at least 100 miles away from home. Information on trips was collected quarterly during the year 1963.

Local work commuting was measured by a one-time survey conducted in October 1963 which made a series of inquiries about the means of transportation used to get to work, the distance and time from home to work, and the availability of public transportation.

Sample Design—Both parts of the Passenger Transportation project were undertaken in conjunction with the Quarterly Household Survey (QHS) which is one of several omnibus surveys conducted regularly by the Bureau of the Census.² The QHS is a representative multistage probability sample in about 700 counties and independent cities spread over the 50 States and the District of Columbia. These counties and independent cities were grouped into about 1,900 primary sampling units (PSU's); the PSU's were then grouped into 357 strata of one or more PSU's of homogeneous character according to socioeconomic characteristics. One PSU was selected from each stratum with probability proportionate to size.

In each PSU, a sample of households was selected using 1960 census materials. In some cases, the sample consisted of addresses; in others, it was defined by small area maps. This procedure provided for a sample from units missed in the census and from units created since the census.

The National Travel Survey and the Home-to-Work Survey both involved interviews with approximately 6,000 sample households. On the National Travel Survey, the households

were interviewed four times in order to obtain quarterly installments of trips covering the complete 1963 calendar year.

Evaluation Program—An evaluation of the quality of responses obtained from the National Travel Survey was incorporated in the program.³ Specifically, the Evaluation Program (EP) was designed to estimate the extent and kinds of response errors arising from difficulties encountered by respondents in recalling travel activity taking place at an earlier point in time. The EP consisted of three separate probability sample surveys of 1,000 households each, conducted concurrently with the National Travel Survey. The three EP surveys contained experimental features designed to measure the effect, if any, that recall periods of varying lengths, intensive questioning, and interviewing of designated respondents have on the number and details of trips respondents are able to recall and describe. A more detailed description of the EP and an analysis of the data are presented in appendix B.

Sampling Variability—The Passenger Transportation Survey is based on probability samples and therefore is subject to sampling variability. The term "sampling variability" refers to the expected differences between the results of these surveys and those that would have been obtained had complete enumerations been taken.

Estimates of sampling variability have not been computed for the Home-to-Work Travel Survey or the EP surveys. On the National Travel Survey, a limited computation of sampling variability was made on a four-quarter summation of trips and travelers. Those estimates for trips and travelers by means of transportation are shown in the table, page 2.

In general, the chances are about 2 out of 3 that the difference due to sampling variability between the estimated data (column 1) and the figure that would have been obtained from a complete count is less than the sampling variability (column 2). For example, column 1 for part A shows that the survey estimated 215 million automobile trips during 1963 and column 2 indicates that the sampling variability for that figure is plus or minus 10 million trips. In other words, the chances are about 2 out of 3 that a complete enumeration would show not more than 225 million and not less than 205 million automobile trips. Part B shows that the percentage of automobile trips estimated by the survey is about 83.7 percent (column 1), and the sampling variability for that item is plus or minus 1.9 percent. Therefore, if a complete count (rather than a sample) had been made, the chances are about 2

¹ Other projects are the Commodity Transportation Survey, the Truck Inventory and Use Survey, and the Motor Carrier Survey.

² See Bureau of the Census, *The Current Population Survey—A Report on Methodology*, Technical Paper No. 7, 1963. This report describes the sample design and the procedures used for the Current Population Survey. The QHS sample design is similar to the CPS design.

³ An evaluation program was not conducted with the Home-to-Work Travel Survey.

SAMPLING VARIABILITY FOR TRIPS AND TRAVELERS

Means of transportation	Estimated trips	Sampling variability	Means of transportation	Estimated trips	Sampling variability
	(1)	(2)		(1)	(2)
	(Millions)			(Millions)	
TRIPS (A)			TRAVELERS (C)		
All transportation..	257	± 10	All transportation..	487	± 14
Automobile.....	215	± 10	Automobile.....	435	± 14
Bus.....	11	± 2	Bus.....	13	± 2
Air carrier.....	14	± 2	Air carrier.....	17	± 2
Railroad.....	8	± 2	Railroad.....	10	± 2
Other.....	9	± 2	Other.....	12	± 2
	(Percent)			(Percent)	
(B)			(D)		
All transportation..	100.0	-	All transportation..	100.0	-
Automobile.....	83.7	± 1.9	Automobile.....	89.3	± 1.1
Bus.....	4.2	$\pm .8$	Bus.....	2.6	$\pm .4$
Air carrier.....	5.4	$\pm .7$	Air carrier.....	3.6	$\pm .4$
Railroad.....	2.9	$\pm .6$	Railroad.....	2.1	$\pm .4$
Other.....	3.7	$\pm .7$	Other.....	2.4	$\pm .5$

out of 3 that the figure would not have been larger than 85.6 percent or smaller than 81.8 percent (i.e., 83.7 percent plus or minus 1.9 percent). The interpretation of parts C and D correspond to the above illustration for parts A and B, respectively.

For interpretation of the data presented in this volume for which estimates of sampling variability were not computed, the following guidelines are offered.

In general, the larger the estimate of number of households, the smaller the relative sampling variability. Therefore, estimates based on a small proportion of the total households in the survey are likely to have a larger percent sampling variability than estimates made from a larger proportion. This premise also applies to the percent distribution when either the base is small in terms of the number of households or the base is large and the numerator is small. Special caution must be exercised in interpreting the difference between two estimates, since this difference will normally be subject to more sampling variability than either of the components of the difference.

Other Possible Sources of Error—In addition to variability arising from the use of samples and household responses, errors may have been made by interviewers or by other personnel involved in the collection and processing of

data. Quality controls at all levels of data collection and processing were exercised by the Bureau.

Training of interviewers was tied in with the general administration of the Quarterly Household Survey rather than specifically with the Passenger Transportation Survey. When interviewers were first recruited, they received a 2- to 3-day indoctrination on QHS, including a short session on the Passenger Transportation Survey. Experienced interviewers received their instructions by home study exercises which were incorporated in the QHS interviewers' memorandum dispatched from the central Census Field Division office in Washington. Two hours of study time were allowed for the completion of the home study exercises and for reading the instructions contained in the interviewers' manual and/or the interviewers' memorandum. In addition to home study, the interviewers were observed periodically by field office supervisory personnel.

After the schedules were returned by the interviewers to the Census regional field offices, they were subjected to an edit in order to clear up inconsistencies and omissions. Schedules were then transmitted for processing to Washington where coding was performed by statistical clerks. The information on the coding sheets was punched on cards. To assure maximum standards of accuracy, all cards were punched twice and discrepancies between the sets of punched cards were resolved by checking the code sheet or the original questionnaire.

Part 1

NATIONAL TRAVEL SURVEY

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General—The National Travel Survey was conducted with a nationwide sample of approximately 6,000 households. The sample households were interviewed at the end of the four quarterly periods in 1963.¹ An initial interview conducted in early April 1963 collected data about trips completed "since New Years' Eve." In order to continue the trip record for the calendar year, subsequent interviews were conducted in July and October, 1963, and in January 1964.

The data based on the 1963 National Travel Survey are shown in the two chapters of this Part. The first chapter is concerned with the aggregate or total volume of travel, while the second chapter deals with the annual frequency of travel among American households. The two chapters differ not only in the manner in which travel activity is shown but also, to some extent, in the source of basic data.

Chapter 1, focusing on the volume of travel, is based on information obtained for each of four quarters of 1963 from the 6,000 households occupying (at the time of interview) a probability sample of housing units representing the United States. Since each of the four quarters constituted a representative sample of the population, the information obtained for all quarters was summed to arrive at an annual estimate of travel volume for calendar year 1963.

Chapter 2, focusing on the frequency of travel among the Nation's households, is based on the same underlying travel information but differs from chapter 1 in one major respect: Only households that provided information for the whole calendar year (in quarterly installments) were included in the base for chapter 2. Of the original sample consisting of 6,000 households in housing units selected on a probability basis for the survey, some 4,400 remained in the sampled housing units and provided quarterly travel information which could be followed throughout the calendar year. Most of the 1,600 households not included in chapter 2 moved to other addresses during the year and were not retained in the survey at the new location. The households (if any) that subsequently moved into the original sampled housing units were interviewed in the basic survey (and included in chapter 1), but because of their part-time residence, could not be used for chapter 2.

¹ Facsimiles of forms used for the interview are presented in appendix C.

In brief, chapter 1 is based on a probability sample of noninstitutional civilian population of the United States. Chapter 2 is based on that part of the sample for which annual travel data could be developed. Since the characteristics of the households that were excluded probably have different travel patterns from those that were included, the data in chapter 2 may be somewhat biased. While a systematic investigation of the bias has not been performed, a comparison of travel characteristics and extent of coverage of chapters 1 and 2, shown in the table, page 6, suggests that the bias probably is rather small.

Differences in Data for Chapters 1 and 2—

Chapter 1 shows that about 487 million person-trips (i.e., travelers) were taken during 1963 by the American civilian noninstitutional population. Chapter 2 expresses the travel volume in terms of the number of person-trips per household and per person in the population. As shown in chapter 2, the average American household took about 7.94 person-trips during 1963, equivalent to about 2.35 trips per person in the Nation.

As described above, the estimates of the total volume of travel (chapter 1) were based on the sample of about 6,000 households, and were subject to sampling variability and response errors. The estimates of travel frequency (chapter 2) such as 7.94 person-trips per household—were based on a subset of about 4,400 households selected from the larger sample. The ratios were derived by dividing the estimated total person-trips by the estimated total number of households. Both the numerator and denominator were estimated from the subgroup of households, and were subject not only to sampling variability and response error, but also to possible bias because of the omission of households who moved or (for other reasons) did not supply travel information for the full year.

For the above reasons, estimates of total person-trips shown in chapter 1 differ from estimates of travel that could be made by multiplying the number of person-trips per household or per person in chapter 2 by the total number of households or persons in the United States derived from other sources, such as the census of population or the demographic estimates by the Bureau of the Census.

COMPARISON OF TRAVEL CHARACTERISTICS AND COVERAGE IN
CHAPTERS 1 AND 2

Travel characteristic	Percent distribution of of estimated number of trips		Households in chapter 1 that were included in chapter 2 (percent)
	Chapter 1 (about 6,000 households each quarter, summed)	Chapter 2 (about 4,400 households)	
Total.....	¹ 100.0	100.0	70
PURPOSE OF TRIP			
Business.....	13.8	13.9	71
Visit to friends and relatives....	45.9	43.7	67
Other pleasure.....	25.7	29.0	79
Personal and family affairs.....	14.6	13.4	65
MEANS OF TRANSPORTATION			
Automobile.....	89.5	89.5	70
Bus.....	2.5	2.6	74
Air carrier.....	3.6	3.3	65
Railroad.....	2.1	2.1	70
Other.....	2.3	2.5	74

¹For the purpose of this comparison, persons on college trips are not included in this base. However, the tables in chapter 1 include such persons though they are not included in the tables in chapter 2.

Chapter 1

Volume of Travel

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BASIC TERMS USED IN TABLES

Trip—Out-of-town travel by household members involving either (1) an overnight stay regardless of distance, or (2) a one-day trip to a place at least 100 miles from home.

Traveler—Any household member on a trip. If a person took more than one trip, he was counted as a traveler each time he took a trip.

Traveler-Nights—The number of nights each person on a trip stayed away from home. Thus, a trip taken by 5 household members covering 4 nights would yield 1 trip, 5 travelers, and 20 traveler-nights.

See appendix A for additional terms and more complete descriptions.

**TABLE A TRIPS--SUMMARY OF SELECTED TRAVEL CHARACTERISTICS:
FOUR QUARTERS 1963**

Travel characteristic	Millions					Percent distribution by characteristic				
	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter
Trips										
Total.....	257	58	64	78	57	100	100	100	100	100
PURPOSE OF TRIP										
Business.....	54	16	14	12	12	21	28	22	16	20
Visits to friends and relatives.....	103	23	24	30	26	40	39	38	38	47
Other pleasure.....	55	8	13	25	9	21	13	20	32	16
Personal or family affairs..	45	11	13	11	10	18	20	20	14	17
SIZE OF PARTY										
Parties of—										
1 person.....	141	36	35	38	32	55	63	55	47	57
2 persons.....	58	13	15	17	13	23	22	23	23	22
3 or 4 persons.....	42	7	10	16	9	16	12	16	21	15
5 persons or more.....	16	2	4	7	3	6	3	6	9	6
DURATION OF TRIP										
1-day trip.....	17	4	4	5	4	6	6	6	6	6
Overnight trips—										
1 night.....	78	20	20	20	18	31	35	32	26	31
2 nights.....	66	16	17	18	15	26	29	26	24	26
3 to 5 nights.....	49	10	13	15	11	19	17	20	20	20
6 to 9 nights.....	21	3	5	9	4	8	5	8	11	7
10 nights or more.....	26	5	5	11	5	10	8	8	13	10
DISTANCE										
U.S. trips—										
Under 50 miles.....	59	15	15	17	12	23	25	23	22	22
50 to 99 miles.....	60	13	15	18	14	23	24	23	22	24
100 to 199 miles.....	73	17	18	21	17	28	30	28	27	29
200 to 499 miles.....	41	8	10	14	9	16	13	16	18	16
500 miles or more.....	19	4	5	6	4	8	7	8	8	7
Outside United States ¹	5	1	1	2	1	2	1	2	3	2
MEANS OF TRANSPORTATION										
Automobile.....	215	47	53	67	48	84	81	83	86	84
Bus.....	11	3	3	3	2	4	5	5	4	4
Air carrier.....	14	4	3	4	3	5	6	6	5	6
Railroad.....	8	2	2	2	2	3	4	3	2	3
Other.....	9	2	3	2	2	4	4	3	3	3

¹Includes destinations to Canada, Mexico, and U.S. outlying areas.

**TABLE B. TRAVELERS--SUMMARY OF SELECTED TRAVEL CHARACTERISTICS:
FOUR QUARTERS 1963**

Travel characteristic	Millions					Percent distribution by characteristic				
	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter
Travelers										
Total.....	487	96	120	167	104	100	100	100	100	100
PURPOSE OF TRIP										
Business.....	66	19	17	16	14	14	20	14	10	13
Visits to friends and relatives.....	219	45	53	64	57	45	47	44	38	55
Other pleasure.....	123	13	29	64	17	25	14	24	39	16
Personal or family affairs..	79	19	21	23	16	16	19	18	13	16
SIZE OF PARTY										
Parties of—										
1 person.....	141	36	35	38	32	29	38	29	22	32
2 persons.....	116	26	29	35	26	24	27	25	22	24
3 or 4 persons.....	145	23	36	57	29	30	24	29	34	28
5 persons or more.....	85	11	20	37	17	17	11	17	22	16
DURATION OF TRIP										
1-day trip.....	32	7	9	10	6	7	7	7	7	7
Overnight trips—										
1 night.....	157	37	41	43	36	32	39	34	25	34
2 nights.....	127	27	33	39	28	26	28	28	23	27
3 to 5 nights.....	87	14	21	33	19	18	15	17	20	19
6 to 9 nights.....	39	4	8	20	7	8	4	7	12	6
10 nights or more.....	45	7	8	22	8	9	7	7	13	7
DISTANCE										
U.S. trips—										
Under 50 miles.....	103	23	27	32	21	21	24	22	19	21
50 to 99 miles.....	121	25	29	39	28	25	26	25	23	27
100 to 199 miles.....	141	29	35	46	31	29	30	29	28	30
200 to 499 miles.....	78	11	19	32	16	16	12	15	19	15
500 miles or more.....	34	6	8	13	7	7	6	7	8	6
Outside United States ¹	10	2	2	5	1	2	2	2	3	1
MEANS OF TRANSPORTATION										
Automobile.....	435	83	107	152	93	89	87	89	91	89
Bus.....	13	3	3	4	3	3	3	3	2	3
Air carrier.....	17	4	4	5	4	4	4	3	3	4
Railroad.....	10	3	2	3	2	2	3	2	2	2
Other.....	12	3	4	3	2	2	3	3	2	2

¹Includes destinations to Canada, Mexico, and U.S. outlying areas.

TABLE C. TRAVELER-NIGHTS--SUMMARY OF TYPES OF LODGINGS:
FOUR QUARTERS 1963

Types of lodgings	Millions					Percent distribution by lodging				
	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter	Total 1963	First quarter	Second quarter	Third quarter	Fourth quarter
	Traveler-nights									
All lodgings.....	2,022.3	329.7	439.7	822.3	430.6	100	100	100	100	100
Commercial.....	487.0	90.6	98.7	212.8	84.9	24	27	22	26	20
With friends and relatives.	1,031.7	169.4	222.2	411.2	228.9	51	51	51	50	53
Own cabin.....	184.6	11.9	33.3	110.6	28.8	9	4	8	13	7
Other ¹	319.0	57.8	85.5	87.7	88.0	16	18	19	11	20

¹A disproportionate percent of traveler-nights in the "other" group for the first, second, and fourth quarters are attributable to students who stayed in dormitories. During the third quarter most students were out of school; therefore, fewer "other" lodgings were reported.

TABLE 1. **Number of Trips and Family Income: Four Quarters 1963**

(Percent distribution of households)

Family income	All households	Households taking no trips	Households taking trips			All households	Households taking no trips	Households taking trips		
			1 trip	2 to 4 trips	5 trips or more			1 trip	2 to 4 trips	5 trips or more
	FIRST QUARTER 1963					SECOND QUARTER 1963				
All incomes.....	100	64	18	13	5	100	56	22	16	6
Under \$2,000.....	100	76	15	6	3	100	72	17	8	3
\$2,000 to \$3,999.....	100	73	14	10	3	100	66	20	10	4
\$4,000 to \$5,999.....	100	67	17	11	5	100	55	24	16	5
\$6,000 to \$7,499.....	100	56	23	16	5	100	47	28	18	7
\$7,500 to \$9,999.....	100	54	22	16	8	100	45	24	23	8
\$10,000 to \$14,999.....	100	48	24	19	9	100	38	25	29	8
\$15,000 and over.....	100	29	27	30	14	100	30	20	33	17
Not available.....	100	66	16	13	5	100	62	20	11	7
	THIRD QUARTER 1963					FOURTH QUARTER 1963				
All incomes.....	100	45	27	21	7	100	62	20	13	5
Under \$2,000.....	100	65	21	10	4	100	75	15	7	3
\$2,000 to \$3,999.....	100	55	27	15	3	100	69	19	9	3
\$4,000 to \$5,999.....	100	43	30	21	6	100	62	22	11	5
\$6,000 to \$7,499.....	100	35	32	27	6	100	55	24	15	6
\$7,500 to \$9,999.....	100	28	33	29	10	100	53	22	18	7
\$10,000 to \$14,999.....	100	23	27	39	11	100	46	22	22	10
\$15,000 and over.....	100	23	22	34	21	100	34	20	30	16
Not available.....	100	50	24	19	7	100	62	19	13	6

TABLE 2. **Number of Trips and Occupation of Household Head:
Four Quarters 1963**

(Percent distribution of households)

Occupation of head	All house- holds	House- holds taking no trips	Households taking trips			All house- holds	House- holds taking no trips	Households taking trips		
			1 trip	2 to 4 trips	5 trips or more			1 trip	2 to 4 trips	5 trips or more
Total..... Professional and managerial workers..... Clerical and sales workers.. Craftsmen, operatives and laborers..... Service and private workers.. Retired persons..... Total..... Professional and managerial workers..... Clerical and sales workers.. Craftsmen, operatives and laborers..... Service and private workers.. Retired persons.....	FIRST QUARTER 1963					SECOND QUARTER 1963				
	100	64	18	13	5	100	56	22	16	6
	100	47	23	21	9	100	41	26	23	10
	100	55	20	16	9	100	45	25	20	10
	100	68	18	11	3	100	58	22	16	4
	100	72	16	6	6	100	64	21	11	4
	100	76	16	7	1	100	71	18	8	3
	THIRD QUARTER 1963					FOURTH QUARTER 1963				
	100	45	27	21	7	100	62	20	13	5
	100	31	27	32	10	100	49	21	21	9
	100	35	27	27	11	100	53	23	16	8
	100	42	30	22	6	100	63	21	11	5
100	56	22	18	4	100	70	17	9	4	
100	63	24	10	3	100	72	18	9	1	

NOTE: Categories do not include heads in Armed Forces, out of labor force (except retired), unemployed, and those whose occupations were not reported.

TABLE 3. Purpose of Trip and Family Income: Four Quarters
1963

(Percent distribution of households)

Family income	All households	Households taking no trips	Households taking trips				All households	Households taking no trips	Households taking trips			
			Total	Business trips only	Pleasure trips only	Pleasure and business trips			Total	Business trips only	Pleasure trips only	Pleasure and business trips
Total..... Under \$2,000..... \$2,000 to \$3,999.... \$4,000 to \$5,999.... \$6,000 to \$7,499.... \$7,500 to \$9,999.... \$10,000 to \$14,999.. \$15,000 and over.... Income not reported.	FIRST QUARTER 1963						SECOND QUARTER 1963					
	100	64	36	5	27	4	100	56	44	4	36	4
	100	76	24	1	22	1	100	72	28	1	26	1
	100	73	27	2	24	1	100	66	34	2	30	2
	100	67	33	3	28	2	100	55	45	3	39	3
	100	56	44	5	35	4	100	47	53	6	43	4
	100	54	46	7	33	6	100	45	55	5	44	6
	100	48	52	13	28	11	100	38	62	8	43	11
	100	29	71	17	37	17	100	30	70	9	46	15
	100	66	34	4	25	5	100	62	38	4	31	3
	THIRD QUARTER 1963						FOURTH QUARTER 1963					
	100	45	55	2	48	5	100	62	38	3	32	3
	100	65	35	2	31	2	100	75	25	2	22	1
	100	55	45	1	42	2	100	69	31	2	28	1
	100	43	57	2	52	3	100	62	38	3	33	2
100	35	65	3	57	5	100	55	45	5	37	3	
100	28	72	3	61	8	100	53	47	4	38	5	
100	23	77	5	59	13	100	46	54	7	38	9	
100	23	77	6	54	17	100	34	66	13	39	14	
Income not reported.	100	50	50	4	42	4	100	62	38	3	31	4

TABLE 4. **Purpose of Trip and Location of Residence:**
Four Quarters 1963

(Percent distribution of households)

Location of residence	All households	Households taking no trips	Households taking trips				All households	Households taking no trips	Households taking trips			
			Total	Business trips only	Pleasure trips only	Pleasure and business trips			Total	Business trips only	Pleasure trips only	Pleasure and business trips
	FIRST QUARTER 1963						SECOND QUARTER 1963					
All residences..	100	64	36	5	27	4	100	56	44	4	36	4
In SMSA ¹ —												
Central city.....	100	68	32	3	25	4	100	61	39	3	33	3
Outside central city.....	100	60	40	6	30	4	100	52	48	5	39	4
Outside SMSA—												
Nonfarm.....	100	62	38	4	30	4	100	54	46	4	38	4
Farm.....	100	65	35	4	28	3	100	62	38	3	30	5
Residence not reported.....	100	73	27	2	23	2	100	72	28	-	28	-
	THIRD QUARTER 1963						FOURTH QUARTER 1963					
All residences..	100	45	55	2	48	5	100	62	38	3	32	3
In SMSA ¹ —												
Central city.....	100	49	51	2	45	4	100	66	34	2	29	3
Outside central city.....	100	38	62	2	54	6	100	59	41	5	32	4
Outside SMSA—												
Nonfarm.....	100	45	55	3	47	5	100	58	42	4	35	3
Farm.....	100	58	42	2	39	1	100	64	36	2	30	4
Residence not reported.....	100	72	28	-	28	-	100	94	6	-	-	6

¹SMSA - Standard metropolitan statistical area.

TABLE 5. Means of Transportation and Purpose of Trip:
Four Quarters 1963

(Percent distribution of trips and travelers)

Purpose of trip	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
CALENDAR YEAR 1963												
	Percent distribution by means of transportation											
All purposes.....	100	84	4	5	3	4	100	89	3	4	2	2
Business.....	100	74	2	17	2	5	100	77	1	15	2	5
Visits to friends and relatives.....	100	86	5	2	4	3	100	91	3	2	2	2
Other pleasure.....	100	90	3	3	1	3	100	93	2	2	1	2
Personal or family affairs.....	100	83	6	3	3	5	100	88	4	2	3	3
	Percent distribution by purpose											
All purposes.....	100	100	100	100	100	100	100	100	100	100	100	100
Business.....	21	19	9	64	18	30	14	12	8	56	15	26
Visits to friends and relatives.....	40	41	50	16	50	31	45	46	50	19	51	32
Other pleasure.....	21	23	16	11	11	17	25	26	18	15	12	21
Personal or family affairs.....	18	17	25	9	21	22	16	16	24	10	22	21
FIRST QUARTER 1963												
	Percent distribution by means of transportation											
All purposes.....	100	81	5	6	4	4	100	87	3	4	3	3
Business.....	100	76	1	15	3	5	100	78	1	13	3	5
Visits to friends and relatives.....	100	85	6	1	5	3	100	92	3	1	3	1
Other pleasure.....	100	85	2	7	2	4	100	86	2	6	2	4
Personal or family affairs.....	100	86	7	2	3	2	100	85	5	1	5	4
	Percent distribution by purpose											
All purposes.....	100	100	100	100	100	100	100	100	100	100	100	100
Business.....	28	25	8	68	23	34	20	18	7	61	20	33
Visits to friends and relatives.....	39	42	51	11	53	29	47	50	55	12	55	26
Other pleasure.....	13	13	8	14	9	11	14	14	9	19	9	16
Personal or family affairs.....	20	20	33	7	15	26	19	18	29	8	16	25
SECOND QUARTER 1963												
	Percent distribution by means of transportation											
All purposes.....	100	83	5	6	3	3	100	89	3	3	2	3
Business.....	100	73	2	18	2	5	100	76	2	16	2	4
Visits to friends and relatives.....	100	88	5	2	3	2	100	92	3	1	2	2
Other pleasure.....	100	88	4	3	2	3	100	93	2	2	1	2
Personal or family affairs.....	100	82	7	4	3	4	100	86	4	3	3	4

TABLE 5. Means of Transportation and Purpose of Trip:
Four Quarters 1963—Continued
(Percent distribution of trips and travelers)

Purpose of trip	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
SECOND QUARTER 1963--Continued												
	Percent distribution by purpose											
All purposes.....	100	100	100	100	100	100	100	100	100	100	100	100
Business.....	22	19	12	66	14	33	14	12	11	57	11	26
Visits to friends and relatives.....	38	40	40	12	50	23	44	46	43	17	52	29
Other pleasure.....	20	21	19	10	13	18	24	24	19	13	14	18
Personal or family affairs.....	20	20	29	12	23	26	18	18	27	13	23	27
THIRD QUARTER 1963												
	Percent distribution by means of transportation											
All purposes.....	100	86	4	5	2	3	100	91	2	3	2	2
Business.....	100	75	2	17	2	4	100	79	1	14	2	4
Visits to friends and relatives.....	100	85	5	3	4	3	100	91	3	2	2	2
Other pleasure.....	100	91	3	2	1	3	100	94	2	1	1	2
Personal or family affairs.....	100	86	4	3	3	4	100	90	3	2	3	2
	Percent distribution by purpose											
All purposes.....	100	100	100	100	100	100	100	100	100	100	100	100
Business.....	16	14	7	57	10	20	10	9	5	51	8	15
Visits to friends and relatives.....	38	38	50	21	56	37	38	38	49	22	54	38
Other pleasure.....	32	34	27	13	15	29	39	40	29	18	16	33
Personal or family affairs.....	14	14	16	9	19	14	13	13	17	9	22	14
FOURTH QUARTER 1963												
	Percent distribution by means of transportation											
All purposes.....	100	84	4	6	3	3	100	89	3	4	2	2
Business.....	100	71	2	18	4	5	100	74	2	16	3	5
Visits to friends and relatives.....	100	87	5	3	3	2	100	92	3	2	2	1
Other pleasure.....	100	92	2	2	1	3	100	94	2	2	1	1
Personal or family affairs.....	100	83	6	3	4	4	100	87	4	2	4	3
	Percent distribution by purpose											
All purposes.....	100	100	100	100	100	100	100	100	100	100	100	100
Business.....	20	17	8	64	27	33	13	11	8	57	21	32
Visits to friends and relatives.....	47	49	59	22	41	34	55	57	58	27	44	35
Other pleasure.....	16	17	8	5	6	12	16	17	11	7	8	11
Personal or family affairs.....	17	17	25	9	26	21	16	15	23	9	27	22

TABLE 6. Means of Transportation and Distance of Trip:
Four Quarters 1963

(Percent distribution of trips and travelers)

Distance of trip	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
CALENDAR YEAR 1963												
	Percent distribution by means of transportation											
All trips.....	100	84	4	5	3	4	100	89	3	4	2	2
U.S. trips—												
Under 50 miles.....	100	90	6	-	1	3	100	94	3	-	1	2
50 to 99 miles.....	100	92	3	-	3	2	100	95	2	-	2	1
100 to 199 miles.....	100	90	4	2	2	2	100	93	2	1	2	2
200 to 499 miles.....	100	72	5	13	4	6	100	82	3	8	3	4
500 miles or more.....	100	47	4	33	8	8	100	61	3	23	7	6
Outside United States ¹ ...	100	59	4	21	1	15	100	67	2	16	1	14
	Percent distribution by distance of trip											
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
U.S. trips—												
Under 50 miles.....	23	25	29	-	10	21	21	22	27	1	8	19
50 to 99 miles.....	23	26	18	-	24	10	25	26	19	-	21	9
100 to 199 miles.....	28	30	26	10	22	19	29	30	26	9	23	18
200 to 499 miles.....	16	14	18	37	24	25	16	15	18	35	25	25
500 miles or more.....	8	4	7	45	19	17	7	5	8	46	22	18
Outside United States ¹ ...	2	1	2	8	1	8	2	2	2	9	1	11
FIRST QUARTER 1963												
	Percent distribution by means of transportation											
All trips.....	100	81	5	6	4	4	100	87	3	4	3	3
U.S. trips—												
Under 50 miles.....	100	84	7	-	2	7	100	90	4	-	1	5
50 to 99 miles.....	100	90	3	1	4	2	100	93	1	3	2	1
100 to 199 miles.....	100	90	3	2	3	2	100	93	3	1	2	1
200 to 499 miles.....	100	67	5	15	7	6	100	75	4	11	5	5
500 miles or more.....	100	39	4	43	6	8	100	49	3	34	6	8
Outside United States ¹ ...	100	48	1	39	-	12	100	51	1	33	-	15
	Percent distribution by distance of trip											
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
U.S. trips—												
Under 50 miles.....	25	26	33	-	15	40	24	25	33	-	14	37
50 to 99 miles.....	24	27	15	5	29	10	26	28	15	4	25	10
100 to 199 miles.....	30	33	26	10	21	14	30	32	27	8	23	14
200 to 499 miles.....	13	10	16	29	24	19	12	10	17	31	24	18
500 miles or more.....	7	3	7	47	11	13	6	4	7	46	14	15
Outside United States ¹ ...	1	1	3	9	-	4	2	1	1	11	-	6

See footnote at end of table.

TABLE 6. Means of Transportation and Distance of Trip:
Four Quarters 1963—Continued
(Percent distribution of trips and travelers)

Distance of trip	Trips						Travelers					
	All transportation	Auto	Bus	Air carrier	Railroad	Other	All transportation	Auto	Bus	Air carrier	Railroad	Other
SECOND QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	83	5	6	3	3	100	89	3	3	2	3
U.S. trips—												
Under 50 miles.....	100	93	4	-	1	2	100	95	3	-	1	1
50 to 99 miles.....	100	92	3	1	3	1	100	95	1	1	2	1
100 to 199 miles.....	100	89	5	1	3	2	100	93	3	1	2	1
200 to 499 miles.....	100	69	5	15	4	7	100	79	3	9	4	5
500 miles or more.....	100	46	4	37	6	7	100	57	3	28	7	5
Outside United States ¹ ...	100	68	6	14	-	12	100	76	4	9	-	11
Percent distribution by distance of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
U.S. trips—												
Under 50 miles.....	23	25	23	-	5	15	22	23	24	-	4	11
50 to 99 miles.....	23	26	17	1	23	8	25	26	16	1	20	8
100 to 199 miles.....	28	30	31	6	27	21	29	30	30	5	27	20
200 to 499 miles.....	16	13	19	39	25	32	15	14	19	37	26	35
500 miles or more.....	8	4	7	49	19	16	7	5	8	52	23	16
Outside United States ¹ ...	2	2	3	5	1	8	2	2	3	5	-	10
THIRD QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	86	4	5	2	3	100	91	2	3	2	2
U.S. trips—												
Under 50 miles.....	100	92	4	-	2	2	100	95	3	-	1	1
50 to 99 miles.....	100	92	4	-	2	2	100	96	2	-	1	1
100 to 199 miles.....	100	91	3	2	2	2	100	95	2	1	1	1
200 to 499 miles.....	100	78	4	10	3	5	100	87	3	5	2	3
500 miles or more.....	100	57	4	23	8	8	100	72	3	14	6	5
Outside United States ¹ ...	100	62	4	16	1	17	100	69	2	13	1	15
Percent distribution by distance of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
U.S. trips—												
Under 50 miles.....	22	23	26	1	14	13	19	20	22	1	11	13
50 to 99 miles.....	22	24	21	-	18	12	23	25	22	-	15	10
100 to 199 miles.....	27	29	21	13	21	17	28	29	24	11	21	15
200 to 499 miles.....	18	16	20	38	20	24	19	18	20	35	24	24
500 miles or more.....	8	6	9	38	26	19	8	6	10	40	28	20
Outside United States ¹ ...	3	2	3	10	1	15	3	2	2	13	1	18

See footnote at end of table.

TABLE 6. **Means of Transportation and Distance of Trip:**
Four Quarters 1963—Continued
 (Percent distribution of trips and travelers)

Distance of trip	Trips						Travelers					
	All transportation	Auto	Bus	Air carrier	Railroad	Other	All transportation	Auto	Bus	Air carrier	Railroad	Other
FOURTH QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	84	4	6	3	3	100	89	3	4	2	2
U.S. trips—												
Under 50 miles.....	100	91	6	-	1	2	100	94	3	1	1	1
50 to 99 miles.....	100	93	3	-	3	1	100	95	2	-	2	1
100 to 199 miles.....	100	89	4	2	2	3	100	93	2	2	1	2
200 to 499 miles.....	100	72	4	13	5	6	100	82	3	8	4	3
500 miles or more.....	100	43	4	36	9	8	100	56	3	27	7	7
Outside United States ¹ ...	100	50	4	28	1	17	100	58	4	21	2	15
Percent distribution by distance of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
U.S. trips—												
Under 50 miles.....	22	24	33	1	2	14	21	22	31	1	3	13
50 to 99 miles.....	24	26	19	1	28	7	27	28	20	1	25	6
100 to 199 miles.....	29	31	25	11	19	29	30	31	25	12	20	28
200 to 499 miles.....	16	14	15	37	28	26	15	14	16	34	29	25
500 miles or more.....	7	4	7	44	22	17	6	4	6	45	22	20
Outside United States ¹ ...	2	1	1	6	1	7	1	1	2	7	1	8

¹Includes destinations in Canada, Mexico, and U.S. outlying areas.

TABLE 7. **Means of Transportation and Duration of Trip:
Four Quarters 1963**

(Percent distribution of trips and travelers)

Duration of trip	Trips						Travelers					
	All transportation	Auto	Bus	Air carrier	Rail-road	Other	All transportation	Auto	Bus	Air carrier	Rail-road	Other
CALENDAR YEAR 1963												
Percent distribution by means of transportation												
All trips.....	100	84	4	5	3	4	100	89	3	4	2	2
1-day trip.....	100	86	3	5	2	4	100	90	3	3	1	3
Overnight trips—												
1 night.....	100	91	2	3	2	2	100	95	2	1	1	1
2 nights.....	100	87	4	4	3	2	100	92	2	3	2	1
3 to 5 nights.....	100	79	5	8	3	5	100	86	3	5	3	3
6 to 9 nights.....	100	79	5	7	4	5	100	85	3	5	3	4
10 nights or more.....	100	66	8	10	7	9	100	73	6	8	5	8
Percent distribution by duration of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	6	5	6	3	7	7	7	7	6	4	7
Overnight trips—												
1 night.....	31	33	20	16	18	15	32	34	20	14	16	14
2 nights.....	26	27	23	20	25	15	26	27	21	20	24	13
3 to 5 nights.....	19	18	22	28	20	26	18	17	23	27	22	24
6 to 9 nights.....	8	8	11	11	10	11	8	7	10	11	10	13
10 nights or more.....	10	8	19	19	24	26	9	8	19	22	24	29
FIRST QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	81	5	6	4	4	100	87	3	4	3	3
1-day trip.....	100	90	2	4	1	3	100	93	1	3	-	3
Overnight trips—												
1 night.....	100	89	3	3	3	2	100	93	2	1	2	2
2 nights.....	100	84	4	5	4	3	100	89	3	3	3	2
3 to 5 nights.....	100	75	5	10	4	6	100	80	4	6	6	4
6 to 9 nights.....	100	68	5	15	2	10	100	74	4	12	2	8
10 nights or more.....	100	60	10	14	7	9	100	63	7	14	7	9
Percent distribution by duration of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	7	2	4	1	5	7	7	2	4	1	6
Overnight trips—												
1 night.....	35	38	25	15	28	20	39	38	26	13	27	21
2 nights.....	29	29	28	21	33	23	28	32	26	20	33	19
3 to 5 nights.....	17	16	20	29	17	24	15	14	21	28	16	23
6 to 9 nights.....	5	4	5	12	3	10	4	4	6	12	4	11
10 nights or more.....	8	6	20	19	18	18	7	5	19	23	19	20

TABLE 7. **Means of Transportation and Duration of Trip:**
Four Quarters 1963—Continued
 (Percent distribution of trips and travelers)

Duration of trip	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
SECOND QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	83	5	6	3	3	100	89	3	3	2	3
1-day trip.....	100	81	5	7	2	5	100	89	3	3	1	4
Overnight trips—												
1 night.....	100	92	4	2	1	1	100	96	2	1	-	1
2 nights.....	100	89	3	5	2	1	100	93	1	3	2	1
3 to 5 nights.....	100	79	5	9	3	4	100	83	4	7	3	3
6 to 9 nights.....	100	75	6	8	4	7	100	78	4	6	4	8
10 nights or more.....	100	63	9	11	8	9	100	68	7	10	7	8
Percent distribution by duration of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	6	7	8	4	11	7	6	7	6	4	10
Overnight trips—												
1 night.....	32	35	28	14	6	10	34	37	28	12	5	10
2 nights.....	26	27	17	21	28	11	28	29	16	19	27	10
3 to 5 nights.....	20	19	21	31	25	28	17	17	22	32	29	23
6 to 9 nights.....	8	7	10	11	13	17	7	6	9	12	13	24
10 nights or more.....	8	6	17	15	24	23	7	5	18	19	22	23
THIRD QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	86	4	5	2	3	100	91	2	3	2	2
1-day trip.....	100	88	3	6	1	2	100	92	3	3	1	1
Overnight trips—												
1 night.....	100	92	2	3	1	2	100	96	1	1	1	1
2 nights.....	100	90	4	3	2	1	100	94	2	2	1	1
3 to 5 nights.....	100	82	4	6	3	5	100	89	3	3	2	3
6 to 9 nights.....	100	83	5	5	3	4	100	90	3	3	2	2
10 nights or more.....	100	70	7	9	5	9	100	80	4	6	4	6
Percent distribution by duration of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	6	5	8	3	4	7	6	8	8	2	3
Overnight trips—												
1 night.....	26	28	10	15	14	14	25	27	9	13	12	12
2 nights.....	24	25	24	16	20	8	23	24	20	16	21	8
3 to 5 nights.....	20	19	23	25	21	26	20	19	24	22	20	26
6 to 9 nights.....	11	11	15	12	13	12	12	12	15	12	15	13
10 nights or more.....	13	11	23	24	29	36	13	12	24	29	30	38

TABLE 7. **Means of Transportation and Duration of Trip:**
Four Quarters 1963—Continued
 (Percent distribution of trips and travelers)

Duration of trip	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
FOURTH QUARTER 1963												
Percent distribution by means of transportation												
All trips.....	100	84	4	6	3	3	100	89	3	4	2	2
1-day trip.....	100	84	4	4	3	5	100	87	4	3	3	3
Overnight trips—												
1 night.....	100	91	2	4	2	1	100	95	1	2	1	1
2 nights.....	100	87	4	5	2	2	100	92	2	3	1	2
3 to 5 nights.....	100	79	5	9	3	4	100	85	4	6	3	2
6 to 9 nights.....	100	79	7	7	5	2	100	86	4	5	4	1
10 nights or more.....	100	66	7	9	8	10	100	70	6	8	7	9
Percent distribution by duration of trip												
All trips.....	100	100	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	6	6	5	5	10	7	6	9	5	8	11
Overnight trips—												
1 night.....	31	34	18	20	20	14	34	37	18	19	17	14
2 nights.....	26	27	24	23	18	18	27	28	23	23	16	17
3 to 5 nights.....	20	19	24	29	20	26	19	18	25	29	24	24
6 to 9 nights.....	7	6	11	8	11	5	6	6	10	8	11	4
10 nights or more.....	10	8	17	15	26	27	7	5	15	16	24	30

TABLE 8. Means of Transportation and Size of Party:
Four Quarters 1963

(Percent distribution of trips and travelers)

Size of party	Trips						Travelers					
	All transportation	Auto	Bus	Air carrier	Rail-road	Other	All transportation	Auto	Bus	Air carrier	Rail-road	Other
CALENDAR YEAR 1963												
Percent distribution by means of transportation												
All parties.....	100	84	4	5	3	4	100	89	3	4	2	2
Parties of—												
1 person.....	100	75	7	9	4	5	100	75	7	9	4	5
2 persons.....	100	91	2	3	2	2	100	91	2	3	2	2
3 or 4 persons.....	100	96	1	1	1	1	100	96	1	1	1	1
5 persons or more.....	100	98	-	1	-	1	100	98	-	1	-	1
Percent distribution by size of party												
All parties.....	100	100	100	100	100	100	100	100	100	100	100	100
Parties of—												
1 person.....	55	49	86	85	77	81	29	24	72	70	58	62
2 persons.....	23	25	10	11	15	13	24	25	16	18	22	21
3 or 4 persons.....	16	19	4	3	7	5	30	32	10	8	17	13
5 persons or more.....	6	7	-	1	1	1	17	19	2	4	3	4
FIRST QUARTER 1963												
Percent distribution by means of transportation												
All parties.....	100	81	5	6	4	4	100	87	3	4	3	3
Parties of—												
1 person.....	100	75	6	9	5	5	100	74	6	9	5	6
2 persons.....	100	91	1	3	2	3	100	92	1	3	2	2
3 or 4 persons.....	100	95	1	1	2	1	100	96	1	1	1	1
5 persons or more.....	100	99	-	1	-	-	100	98	-	1	-	1
Percent distribution by size of party												
All parties.....	100	100	100	100	100	100	100	100	100	100	100	100
Parties of—												
1 person.....	63	57	93	86	86	84	38	32	83	73	74	69
2 persons.....	22	25	4	11	11	12	27	28	8	20	18	20
3 or 4 persons.....	12	14	3	2	3	3	24	27	9	5	8	9
5 persons or more.....	3	4	-	1	-	1	11	13	-	2	-	2
SECOND QUARTER 1963												
Percent distribution by means of transportation												
All parties.....	100	83	5	6	3	3	100	89	3	3	2	3
Parties of—												
1 person.....	100	76	7	9	3	5	100	76	7	9	3	5
2 persons.....	100	92	2	3	1	2	100	92	2	3	1	2
3 or 4 persons.....	100	95	1	1	2	1	100	95	1	1	2	1
5 persons or more.....	100	98	-	1	-	1	100	98	-	1	-	1

TABLE 8. **Means of Transportation and Size of Party:**
Four Quarters 1963—Continued
 (Percent distribution of trips and travelers)

Size of party	Trips						Travelers					
	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other	All trans- porta- tion	Auto	Bus	Air carrier	Rail- road	Other
SECOND QUARTER 1963—Continued												
Percent distribution by size of party												
All parties.....	100	100	100	100	100	100	100	100	100	100	100	100
Parties of—												
1 person.....	55	50	88	85	75	77	29	25	74	70	52	56
2 persons.....	23	25	9	11	13	16	25	26	15	19	18	22
3 or 4 persons.....	16	18	3	3	12	5	29	27	11	7	30	13
5 persons or more.....	6	7	-	1	-	2	17	22	-	4	-	9
THIRD QUARTER 1963												
Percent distribution by means of transportation												
All parties.....	100	86	4	5	2	3	100	91	2	3	2	2
Parties of—												
1 person.....	100	76	6	8	4	6	100	76	6	8	4	6
2 persons.....	100	91	3	2	2	2	100	91	2	3	2	2
3 or 4 persons.....	100	96	1	1	1	1	100	96	1	1	1	1
5 persons or more.....	100	97	-	1	1	1	100	98	-	1	1	-
Percent distribution by size of party												
All parties.....	100	100	100	100	100	100	100	100	100	100	100	100
Parties of—												
1 person.....	47	42	79	83	71	76	22	18	61	66	49	54
2 persons.....	23	25	15	12	18	14	22	22	24	20	24	20
3 or 4 persons.....	21	23	5	4	9	9	34	36	11	10	20	22
5 persons or more.....	9	10	1	1	2	1	22	24	4	4	7	4
FOURTH QUARTER 1963												
Percent distribution by means of transportation												
All parties.....	100	84	4	6	3	3	100	89	3	4	2	2
Parties of—												
1 person.....	100	76	6	9	4	5	100	76	6	9	4	5
2 persons.....	100	92	2	2	2	2	100	92	2	2	2	2
3 or 4 persons.....	100	97	1	1	1	-	100	97	1	1	1	-
5 persons or more.....	100	98	-	1	1	-	100	98	-	1	1	-
Percent distribution by size of party												
All parties.....	100	100	100	100	100	100	100	100	100	100	100	100
Parties of—												
1 person.....	57	52	88	89	76	87	32	27	74	74	58	76
2 persons.....	22	24	9	7	18	11	24	25	16	12	27	20
3 or 4 persons.....	15	18	3	3	5	2	28	31	8	9	11	4
5 persons or more.....	6	6	-	1	1	-	16	17	2	5	4	-

TABLE 9. Means of Transportation and Region of Origin and of Destination: 1963

(Percent distribution of trips and travelers)

Origin and destination region	Trips ¹						Travelers ²					
	All transportation	Auto	Bus	Air carrier	Rail-road	Other	All transportation	Auto	Bus	Air carrier	Rail-road	Other
NORTHEAST ORIGIN												
Total.....	100	100	100	100	100	100	100	100	100	100	100	100
Destinations to—												
The Northeast.....	85	90	79	34	84	61	86	89	79	31	82	59
The North Central.....	3	2	5	15	1	6	3	2	5	14	1	5
The South.....	8	5	11	28	13	16	7	6	10	30	15	15
The West.....	1	1	2	6	1	2	1	1	3	6	1	2
Outside United States ³	3	2	3	17	1	15	3	2	3	19	1	19
NORTH CENTRAL ORIGIN												
Total.....	100	100	100	100	100	100	100	100	100	100	100	100
Destinations to—												
The Northeast.....	4	3	3	29	5	7	4	3	2	26	6	6
The North Central.....	82	86	87	33	71	72	82	84	86	30	69	72
The South.....	8	7	8	23	12	9	9	8	9	23	12	9
The West.....	4	2	1	11	11	9	3	3	2	15	13	9
Outside United States ³	2	2	1	4	1	3	2	2	1	6	-	4
SOUTHERN ORIGIN												
Total.....	100	100	100	100	100	100	100	100	100	100	100	100
Destinations to—												
The Northeast.....	6	4	10	23	26	10	5	4	12	24	22	10
The North Central.....	5	4	3	16	18	12	5	4	3	16	15	10
The South.....	87	91	84	46	51	69	87	90	82	43	59	67
The West.....	1	1	1	8	5	4	2	1	1	8	4	6
Outside United States ³	1	-	2	7	-	5	1	1	2	9	-	7
WESTERN ORIGIN												
Total.....	100	100	100	100	100	100	100	100	100	100	100	100
Destinations to—												
The Northeast.....	1	-	-	7	4	2	1	1	-	7	6	3
The North Central.....	4	3	4	12	15	5	4	3	4	13	23	6
The South.....	3	2	7	9	7	3	2	2	9	9	5	5
The West.....	89	93	88	67	73	78	90	92	86	66	64	70
Outside United States ³	3	2	1	5	1	12	3	2	1	5	2	16

¹Of the 257 million trips taken, 54 million originated in the Northeast, 71 million in the North Central, 83 million in the Southern, and 49 million in the Western region.

²Of the 487 million travelers, 96 million originated in the Northeast, 135 million in the North Central, 163 million in the Southern, and 93 million in the Western region.

³Includes destinations to Canada, Mexico, and U.S. outlying areas.

TABLE 10. Purpose and Distance of Trip: 1963

(Percent distribution of trips and travelers)

Distance of trip	Trips					Travelers				
	All pur- poses	Busi- ness	Visits to friends and relatives	Other pleasure	Personal and family affairs	All pur- poses	Busi- ness	Visits to friends and relatives	Other pleasure	Personal and family affairs
Percent distribution by purpose of trip										
All trips.....	100	21	40	21	18	100	14	45	25	16
U.S. trips—										
Under 50 miles.....	100	8	55	18	19	100	6	55	24	15
50 to 99 miles.....	100	21	42	21	16	100	13	49	23	15
100 to 199 miles....	100	25	35	23	17	100	16	41	26	17
200 to 499 miles....	100	29	33	21	17	100	18	40	26	16
500 miles or more...	100	30	30	21	19	100	20	34	25	21
Outside United States ¹	100	14	15	53	18	100	9	20	55	16
Percent distribution by distance of trip										
All trips.....	100	100	100	100	100	100	100	100	100	100
U.S. trips—										
Under 50 miles.....	23	9	31	19	24	21	8	26	20	20
50 to 99 miles.....	23	23	24	23	22	25	24	27	23	24
100 to 199 miles....	28	34	25	30	29	29	35	27	29	30
200 to 499 miles....	16	22	13	16	15	16	22	14	16	15
500 miles or more...	8	11	6	7	8	7	10	5	7	9
Outside United States ¹	2	1	1	5	2	2	1	1	5	2

¹Includes destinations to Canada, Mexico, and U.S. outlying areas.

TABLE 11. Purpose and Duration of Trip: 1963

(Percent distribution of trips and travelers)

Duration of trip	Trips					Travelers				
	All purposes	Business	Visits to friends and relatives	Other pleasure	Personal and family affairs	All purposes	Business	Visits to friends and relatives	Other pleasure	Personal and family affairs
Percent distribution by purpose of trip										
All trips.....	100	21	40	21	18	100	14	45	25	16
1-day trip.....	100	25	24	25	26	100	16	29	27	28
Overnight trips—										
1 night.....	100	23	47	17	13	100	14	53	20	13
2 nights.....	100	18	45	23	14	100	11	49	26	14
3 to 5 nights.....	100	30	32	20	18	100	19	39	25	17
6 to 9 nights.....	100	14	37	28	21	100	9	39	36	16
10 nights or more ¹ ..	100	11	35	24	30	100	9	38	31	22
Percent distribution by duration of trip										
All trips.....	100	100	100	100	100	100	100	100	100	100
1-day trip.....	6	8	4	7	10	7	8	4	7	11
Overnight trips—										
1 night.....	31	33	36	25	22	32	34	38	25	26
2 nights.....	26	22	29	28	21	26	21	28	27	24
3 to 5 nights.....	19	27	15	18	20	18	26	15	18	19
6 to 9 nights.....	8	5	7	11	10	8	5	7	11	8
10 nights or more ¹ ..	10	5	9	11	17	9	6	8	12	12

¹The high proportion of trips in the "10 nights or more" category for "personal and family affairs" is attributable to students who attended schools in out-of-town places and stayed for extended periods of time.

TABLE 12. Purpose and Region of Origin and of Destination:
1963

(Percent distribution of trips and travelers)

Origin and destination region	Trips ¹					Travelers ¹				
	All purposes	Business	Visits to friends and relatives	Other pleasure	Personal and family affairs	All purposes	Business	Visits to friends and relatives	Other pleasure	Personal and family affairs
NORTHEAST ORIGIN										
Total.....	100	100	100	100	100	100	100	100	100	100
Destinations to—										
The Northeast.....	85	84	89	82	84	86	84	88	83	84
The North Central...	3	4	3	1	4	3	4	4	1	4
The South.....	8	8	6	10	8	7	9	6	9	8
The West.....	1	1	1	1	1	1	1	1	1	1
Outside U.S. ²	3	3	1	6	3	3	2	1	6	3
NORTH CENTRAL ORIGIN										
Total.....	100	100	100	100	100	100	100	100	100	100
Destinations to—										
The Northeast.....	4	10	3	3	2	4	9	3	3	3
The North Central...	82	80	85	78	83	82	80	83	79	82
The South.....	8	7	8	8	7	9	8	10	8	8
The West.....	4	2	3	5	5	3	2	3	5	5
Outside U.S. ²	2	1	1	6	3	2	1	1	5	2
SOUTHERN ORIGIN										
Total.....	100	100	100	100	100	100	100	100	100	100
Destinations to—										
The Northeast.....	6	9	4	5	5	5	8	4	6	5
The North Central...	5	7	4	2	6	5	7	4	2	6
The South.....	87	81	90	87	87	87	82	90	87	85
The West.....	1	2	1	3	1	2	2	1	3	2
Outside U.S. ²	1	1	1	3	1	1	1	1	2	2
WESTERN ORIGIN										
Total.....	100	100	100	100	100	100	100	100	100	100
Destinations to—										
The Northeast.....	1	2	1	1	1	1	2	1	1	1
The North Central...	4	3	5	1	6	4	3	4	1	8
The South.....	3	4	3	1	5	2	4	3	1	4
The West.....	89	88	90	92	86	90	88	90	92	85
Outside U.S. ²	3	3	1	5	2	3	3	2	5	2

¹See footnotes 1 and 2 on table 9 for estimates of total trips and total travelers by region of origin.²Includes destinations to Canada, Mexico, and U.S. outlying areas.

TABLE 13. **Purpose of Trip, Family Income, and Occupation of Household Head: Four Quarters: 1963**

(Percent distribution of trips and travelers)

Family income and occupation of head	All trips	Business trips	Other trips	All trips	Business trips	Other trips
CALENDAR YEAR 1963						
FAMILY INCOME	Percent distribution by purpose			Percent distribution by family income		
All incomes.....	100	21	79	100	100	100
Under \$2,000.....	100	9	91	11	5	13
\$2,000 to \$3,999.....	100	10	90	12	6	13
\$4,000 to \$5,999.....	100	14	86	20	14	21
\$6,000 to \$7,499.....	100	22	78	14	15	14
\$7,500 to \$9,999.....	100	25	75	16	19	15
\$10,000 to \$14,999.....	100	32	68	12	20	10
\$15,000 and over.....	100	39	61	8	15	6
Income not reported.....	100	16	84	7	6	8
OCCUPATION OF HEAD ¹	Percent distribution by purpose			Percent distribution by occupation		
Total.....	100	21	79	100	100	100
Professional and managerial workers.....	100	30	70	42	57	37
Clerical and sales workers.....	100	30	70	17	23	15
Craftsmen, operatives, and laborers.....	100	10	90	30	13	35
Service and private workers.....	100	18	82	6	5	7
Retired persons.....	100	7	93	5	2	6
FIRST QUARTER 1963						
FAMILY INCOME	Percent distribution by purpose			Percent distribution by family income		
All incomes.....	100	28	72	100	100	100
Under \$2,000.....	100	8	92	12	4	16
\$2,000 to \$3,999.....	100	11	89	11	5	13
\$4,000 to \$5,999.....	100	18	82	18	12	20
\$6,000 to \$7,499.....	100	30	70	14	15	14
\$7,500 to \$9,999.....	100	39	61	16	24	14
\$10,000 to \$14,999.....	100	44	56	12	19	9
\$15,000 and over.....	100	50	50	8	14	5
Income not reported.....	100	22	78	9	7	9
OCCUPATION OF HEAD ¹	Percent distribution by purpose			Percent distribution by occupation		
Total.....	100	28	72	100	100	100
Professional and managerial workers.....	100	40	60	46	61	40
Clerical and sales workers.....	100	36	64	17	20	16
Craftsmen, operatives, and laborers.....	100	15	85	25	12	30
Service and private workers.....	100	24	76	8	6	8
Retired persons.....	100	8	92	4	1	6

See footnote at end of table.

TABLE 13. **Purpose of Trip, Family Income, and Occupation of Household Head: Four Quarters: 1963**—Continued
(Percent distribution of trips and travelers)

Family income and occupation of head	All trips	Business trips	Other trips	All trips	Business trips	Other trips
SECOND QUARTER 1963						
FAMILY INCOME	Percent distribution by purpose			Percent distribution by family income		
All incomes.....	100	22	78	100	100	100
Under \$2,000.....	100	9	91	11	4	12
\$2,000 to \$3,999.....	100	14	86	12	8	13
\$4,000 to \$5,999.....	100	15	85	21	16	24
\$6,000 to \$7,499.....	100	19	81	14	13	15
\$7,500 to \$9,999.....	100	26	74	15	20	14
\$10,000 to \$14,999.....	100	31	69	12	18	10
\$15,000 and over.....	100	37	63	8	15	5
Income not reported.....	100	22	78	7	6	7
OCCUPATION OF HEAD ¹	Percent distribution by purpose			Percent distribution by occupation		
Total.....	100	22	78	100	100	100
Professional and managerial workers.....	100	30	70	41	56	37
Clerical and sales workers.....	100	31	69	18	25	16
Craftsmen, operatives, and laborers.....	100	10	90	30	13	34
Service and private workers.....	100	20	80	6	5	7
Retired persons.....	100	4	96	5	1	6
THIRD QUARTER 1963						
FAMILY INCOME	Percent distribution by purpose			Percent distribution by family income		
All incomes.....	100	16	84	100	100	100
Under \$2,000.....	100	10	90	10	7	11
\$2,000 to \$3,999.....	100	5	95	12	4	13
\$4,000 to \$5,999.....	100	11	89	20	15	21
\$6,000 to \$7,499.....	100	16	84	14	14	14
\$7,500 to \$9,999.....	100	15	85	17	16	16
\$10,000 to \$14,999.....	100	23	77	14	21	12
\$15,000 and over.....	100	34	66	7	17	6
Income not reported.....	100	14	86	6	6	7
OCCUPATION OF HEAD ¹	Percent distribution by purpose			Percent distribution by occupation		
Total.....	100	16	84	100	100	100
Professional and managerial workers.....	100	22	78	39	51	36
Clerical and sales workers.....	100	26	74	16	26	15
Craftsmen, operatives, and laborers.....	100	7	93	34	14	37
Service and private workers.....	100	15	85	6	6	6
Retired persons.....	100	10	90	5	3	6

See footnote at end of table.

TABLE 13. **Purpose of Trip, Family Income, and Occupation of Household Head: Four Quarters: 1963**—Continued

(Percent distribution of trips and travelers)

Family income and occupation of head	All trips	Business trips	Other trips	All trips	Business trips	Other trips
FOURTH QUARTER 1963						
FAMILY INCOME	Percent distribution by purpose			Percent distribution by family income		
All incomes.....	100	20	80	100	100	100
Under \$2,000.....	100	7	93	10	4	12
\$2,000 to \$3,999.....	100	10	90	12	7	14
\$4,000 to \$5,999.....	100	14	86	21	15	22
\$6,000 to \$7,499.....	100	25	75	14	17	13
\$7,500 to \$9,999.....	100	22	78	15	17	14
\$10,000 to \$14,999.....	100	34	66	13	22	10
\$15,000 and over.....	100	38	62	7	14	6
Income not reported.....	100	11	89	8	4	9
OCCUPATION OF HEAD ¹	Percent distribution by purpose			Percent distribution by occupation		
Total.....	100	20	80	100	100	100
Professional and managerial workers.....	100	30	70	42	58	37
Clerical and sales workers.....	100	29	71	17	23	15
Craftsmen, operatives, and laborers.....	100	11	89	30	15	35
Service and private workers.....	100	11	89	6	3	6
Retired persons.....	100	6	94	5	1	7

¹Does not include categories for heads in Armed Forces, out of labor force (except retired), unemployed, and those whose occupations were not reported.

TABLE 14. Age, Sex, and Color: Four Quarters: 1963

(Percent distribution of travelers)

Age	Both sexes			White			Nonwhite		
	Total	White	Nonwhite	Total	Male	Female	Total	Male	Female
CALENDAR YEAR 1963									
Percent distribution by sex and color									
All travelers.....	100	96	4	100	53	47	100	44	56
Travelers of—									
Under 6 years old.....	100	94	6	100	52	48	100	48	52
6 to 17 years old.....	100	97	3	100	51	49	100	39	61
18 to 24 years old.....	100	93	7	100	45	55	100	41	59
25 to 34 years old.....	100	95	5	100	57	43	100	49	51
35 to 44 years old.....	100	96	4	100	55	45	100	41	59
45 to 54 years old.....	100	97	3	100	58	42	100	41	59
55 to 64 years old.....	100	96	4	100	51	49	100	48	52
65 years and over.....	100	97	3	100	47	53	100	54	46
Percent distribution by age									
All travelers.....	100	100	100	100	100	100	100	100	100
Travelers of—									
Under 6 years old.....	10	10	13	10	9	10	13	14	12
6 to 17 years old.....	18	18	13	18	17	19	13	12	15
18 to 24 years old.....	13	13	21	13	11	15	21	20	22
25 to 34 years old.....	14	14	15	14	16	13	15	17	14
35 to 44 years old.....	16	16	16	16	16	15	16	15	17
45 to 54 years old.....	14	14	10	14	16	12	10	9	10
55 to 64 years old.....	9	9	8	9	9	9	8	8	7
65 years and over.....	6	6	4	6	6	7	4	5	3
FIRST QUARTER 1963									
Percent distribution by sex and color									
All travelers.....	100	95	5	100	57	43	100	48	52
Travelers of—									
Under 18 years old.....	100	96	4	100	58	42	100	46	54
18 to 34 years old.....	100	94	6	100	53	47	100	49	51
35 to 54 years old.....	100	96	4	100	63	37	100	45	55
55 years and over.....	100	96	4	100	49	51	100	55	45
Percent distribution by age									
All travelers.....	100	100	100	100	100	100	100	100	100
Travelers of—									
Under 18 years old.....	23	24	22	24	24	23	22	22	23
18 to 34 years old.....	33	32	38	32	30	35	38	39	38
35 to 54 years old.....	31	31	28	31	35	26	27	25	28
55 years and over.....	13	13	12	13	11	16	13	14	11
SECOND QUARTER 1963									
Percent distribution by sex and color									
All travelers.....	100	96	4	100	51	49	100	45	55
Travelers of—									
Under 18 years old.....	100	96	4	100	48	52	100	49	51
18 to 34 years old.....	100	93	7	100	53	47	100	43	57
35 to 54 years old.....	100	97	3	100	55	45	100	41	59
55 years and over.....	100	96	4	100	48	52	100	49	51

TABLE 14. Age, Sex, and Color: Four Quarters: 1963—Continued

(Percent distribution of travelers)

Age	Both sexes			White			Nonwhite		
	Total	White	Nonwhite	Total	Male	Female	Total	Male	Female
SECOND QUARTER 1963—Continued									
	Percent distribution by age								
All travelers.....	100	100	100	100	100	100	100	100	100
Travelers of—									
Under 18 years old.....	28	28	23	28	27	29	24	26	22
18 to 34 years old.....	27	27	43	27	27	26	43	41	44
35 to 54 years old.....	30	30	19	30	32	28	18	17	20
55 years and over.....	15	15	15	15	14	17	15	16	14
THIRD QUARTER 1963									
	Percent distribution by sex and color								
All travelers.....	100	96	4	100	51	49	100	40	60
Travelers of—									
Under 18 years old.....	100	96	4	100	51	49	100	37	63
18 to 34 years old.....	100	95	5	100	48	52	100	45	55
35 to 54 years old.....	100	96	4	100	54	46	100	66	34
55 years and over.....	100	97	3	100	51	49	100	42	58
	Percent distribution by age								
All travelers.....	100	100	100	100	100	100	100	100	100
Travelers of—									
Under 18 years old.....	32	32	31	32	32	32	31	30	32
18 to 34 years old.....	24	23	29	24	23	25	29	32	27
35 to 54 years old.....	29	30	31	29	31	27	30	27	32
55 years and over.....	15	15	9	15	14	16	10	11	9
FOURTH QUARTER 1963									
	Percent distribution by sex and color								
All travelers.....	100	95	5	100	54	46	100	45	55
Travelers of—									
Under 18 years old.....	100	95	5	100	54	46	100	43	57
18 to 34 years old.....	100	94	6	100	54	46	100	43	57
35 to 54 years old.....	100	96	4	100	57	43	100	45	55
55 years and over.....	100	96	4	100	51	49	100	55	45
	Percent distribution by age								
All travelers.....	100	100	100	100	100	100	100	100	100
Travelers of—									
Under 18 years old.....	26	26	28	26	26	26	27	26	29
18 to 34 years old.....	30	30	37	30	29	30	37	36	38
35 to 54 years old.....	28	28	23	28	30	27	23	23	23
55 years and over.....	16	16	12	16	15	17	13	15	10

TABLE 15. Purpose of Trip and Age of Travelers: 1963

(Percent distribution of travelers)

Age	All purposes	Business	Visits to friends and relatives	Other pleasure	Personal and family affairs
Percent distribution by purpose					
All travelers.....	100	14	45	25	16
Travelers of—					
Under 6 years old.....	100	3	66	18	13
6 to 17 years old.....	100	4	48	32	16
18 to 24 years old.....	100	8	53	18	21
25 to 34 years old.....	100	19	43	24	14
35 to 44 years old.....	100	21	36	29	14
45 to 54 years old.....	100	25	33	26	16
55 to 64 years old.....	100	16	38	30	16
65 years and over.....	100	11	53	19	17
Percent distribution by age					
All travelers.....	100	100	100	100	100
Travelers of—					
Under 6 years old.....	10	2	14	7	8
6 to 17 years old.....	18	5	19	22	18
18 to 24 years old.....	13	8	16	10	18
25 to 34 years old.....	14	20	14	13	13
35 to 44 years old.....	16	24	12	18	14
45 to 54 years old.....	14	25	10	15	14
55 to 64 years old.....	9	11	8	11	9
65 years and over.....	6	5	7	4	6

TABLE 16. **Type of Lodging and Means of Transportation:
Four Quarters: 1963**

(Percent distribution of traveler-nights)

Means of transportation	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other ¹
CALENDAR YEAR 1963					
	Percent distribution by type of lodging				
All transportation.....	100	24	51	9	16
Automobile.....	100	25	50	11	14
Bus.....	100	11	56	-	33
Air carrier.....	100	38	47	2	13
Railroad.....	100	13	54	3	30
Other.....	100	20	58	2	20
	Percent distribution by means of transportation				
All transportation.....	100	100	100	100	100
Automobile.....	80	82	79	96	71
Bus.....	5	2	5	-	10
Air carrier.....	5	9	5	1	5
Railroad.....	3	2	3	1	5
Other.....	7	5	8	2	9
FIRST QUARTER 1963					
	Percent distribution by type of lodging				
All transportation.....	100	27	51	4	18
Automobile.....	100	26	53	4	17
Bus.....	100	12	54	-	34
Air carrier.....	100	46	43	2	9
Railroad.....	100	16	64	1	19
Other.....	100	43	37	-	20
	Percent distribution by means of transportation				
All transportation.....	100	100	100	100	100
Automobile.....	75	70	76	94	72
Bus.....	5	2	5	-	10
Air carrier.....	8	14	7	5	4
Railroad.....	5	3	7	1	6
Other.....	7	11	5	-	8
SECOND QUARTER 1963					
	Percent distribution by type of lodging				
All transportation.....	100	22	51	8	19
Automobile.....	100	23	50	9	18
Bus.....	100	6	53	-	41
Air carrier.....	100	41	49	1	9
Railroad.....	100	14	52	9	25
Other.....	100	16	43	6	35

See footnote at end of table.

TABLE 16. **Type of Lodging and Means of Transportation:**
Four Quarters: 1963—Continued
 (Percent distribution of traveler-nights)

Means of transportation	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other
SECOND QUARTER 1963—Continued					
	Percent distribution by means of transportation				
All transportation.....	100	100	100	100	100
Automobile.....	76	79	77	88	67
Bus.....	6	2	7	-	13
Air carrier.....	7	12	6	1	3
Railroad.....	5	3	5	6	6
Other.....	6	4	5	5	11
THIRD QUARTER 1963					
	Percent distribution by type of lodging				
All transportation.....	100	26	50	13	11
Automobile.....	100	27	47	16	10
Bus.....	100	16	63	1	20
Air carrier.....	100	35	58	3	4
Railroad.....	100	43	50	-	7
Other.....	100	13	74	2	11
	Percent distribution by means of transportation				
All transportation.....	100	100	100	100	100
Automobile.....	84	88	79	97	84
Bus.....	4	2	5	1	7
Air carrier.....	4	5	4	1	1
Railroad.....	1	1	1	-	1
Other.....	7	4	11	1	7
FOURTH QUARTER 1963					
	Percent distribution by type of lodging				
All transportation.....	100	20	53	7	20
Automobile.....	100	21	55	8	16
Bus.....	100	6	50	-	44
Air carrier.....	100	31	34	-	35
Railroad.....	100	8	48	-	44
Other.....	100	19	51	1	29
	Percent distribution by means of transportation				
All transportation.....	100	100	100	100	100
Automobile.....	80	82	83	99	63
Bus.....	4	1	4	-	9
Air carrier.....	5	9	3	-	10
Railroad.....	5	2	4	-	10
Other.....	6	6	6	1	8

¹Trips to school account for a disproportionate number of other accommodations. See table 18.

TABLE 17. Type of Lodging and Purpose of Trip: Four Quarters: 1963

(Percent distribution of traveler-nights)

Purpose of trip	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other
CALENDAR YEAR 1963					
	Percent distribution by type of lodging				
All purposes.....	100	24	51	9	16
Business.....	100	72	16	4	8
Visits to friends and relatives.....	100	6	91	1	2
Other pleasure.....	100	40	21	26	13
Personal or family affairs.....	100	18	61	9	12
To attend school ¹	100	1	5	1	93
	Percent distribution by purpose of trip				
All purposes.....	100	100	100	100	100
Business.....	12	35	4	5	6
Visits to friends and relatives.....	38	9	69	3	4
Other pleasure.....	27	45	11	78	23
Personal or family affairs.....	13	10	15	13	10
To attend school ¹	10	1	1	1	57
FIRST QUARTER 1963					
	Percent distribution by type of lodging				
All purposes.....	100	27	51	4	18
Business.....	100	73	18	1	8
Visits to friends and relatives.....	100	6	92	1	1
Other pleasure.....	100	62	21	14	3
Personal and family affairs.....	100	19	54	6	21
To attend school ¹	100	5	9	1	85
	Percent distribution by purpose of trip				
All purposes.....	100	100	100	100	100
Business.....	17	43	6	7	7
Visits to friends and relatives.....	40	7	73	1	3
Other pleasure.....	16	38	3	62	3
Personal and family affairs.....	14	10	16	23	18
To attend school ¹	13	2	2	7	69
SECOND QUARTER 1963					
	Percent distribution by type of lodging				
All purposes.....	100	22	51	8	19
Business.....	100	74	16	2	8
Visits to friends and relatives.....	100	5	92	1	2
Other pleasure.....	100	44	18	22	16
Personal and family affairs.....	100	16	58	14	12
To attend school ¹	100	1	4	-	95

See footnote at end of table.

TABLE 17. **Type of Lodging and Purpose of Trip: Four Quarters: 1963**—Continued

(Percent distribution of traveler-nights)

Purpose of trip	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other
SECOND QUARTER 1963—Continued					
	Percent distribution by purpose of trip				
All purposes.....	100	100	100	100	100
Business.....	12	40	4	4	6
Visits to friends and relatives.....	38	9	69	8	4
Other pleasure.....	20	38	7	57	16
Personal and family affairs.....	17	12	19	31	11
To attend school ¹	13	1	1	-	63
THIRD QUARTER 1963					
	Percent distribution by type of lodging				
All purposes.....	100	26	50	13	11
Business.....	100	65	20	6	9
Visits to friends and relatives.....	100	7	90	1	2
Other pleasure.....	100	37	20	28	15
Personal or family affairs.....	100	16	64	9	11
To attend school ¹	100	5	9	1	85
	Percent distribution by purpose of trip				
All purposes.....	100	100	100	100	100
Business.....	8	21	3	4	7
Visits to friends and relatives.....	36	10	65	2	7
Other pleasure.....	43	61	17	86	59
Personal or family affairs.....	11	7	14	7	12
To attend school ¹	2	1	1	1	15
FOURTH QUARTER 1963					
	Percent distribution by type of lodging				
All purposes.....	100	20	53	7	20
Business.....	100	79	10	6	5
Visits to friends and relatives.....	100	4	94	-	2
Other pleasure.....	100	29	28	35	8
Personal and family affairs.....	100	22	66	6	6
To attend school ¹	100	1	3	1	95
	Percent distribution by purpose of trip				
All purposes.....	100	100	100	100	100
Business.....	14	57	3	12	4
Visits to friends and relatives.....	42	9	74	2	3
Other pleasure.....	14	20	7	72	5
Personal or family affairs.....	12	13	15	11	4
To attend school ¹	18	1	1	3	84

¹School trips in previous tables were included in "Personal or family affairs" category. School trips are shown separately in this table to indicate that a disproportionate number of "Other" lodgings were contributed by students who stayed in dormitories.

TABLE 18. **Type of Lodging and Purpose and Duration of Trip:
1963**

(Percent distribution of traveler-nights)

Purpose of trip and duration	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other
Percent distribution by type of lodging					
BUSINESS					
Total.....	100	72	16	4	8
1 night.....	100	77	19	1	3
2 nights.....	100	71	15	6	8
3 to 5 nights.....	100	76	15	3	6
6 or more nights.....	100	69	17	5	9
VISITS					
Total.....	100	6	91	1	2
1 night.....	100	3	96	-	1
2 nights.....	100	2	97	-	1
3 to 5 nights.....	100	5	93	1	1
6 or more nights.....	100	8	89	1	2
OTHER PLEASURE					
Total.....	100	40	21	26	13
1 night.....	100	32	18	32	18
2 nights.....	100	28	16	40	16
3 to 5 nights.....	100	47	21	17	15
6 or more nights.....	100	41	22	25	12
PERSONAL AND FAMILY AFFAIRS¹					
Total.....	100	11	37	6	46
1 night.....	100	20	66	6	8
2 nights.....	100	14	57	21	8
3 to 5 nights.....	100	16	48	6	30
6 or more nights.....	100	9	32	4	55
Percent distribution by duration of trip					
BUSINESS					
Total.....	100	100	100	100	100
1 night.....	9	10	10	2	4
2 nights.....	12	12	11	17	12
3 to 5 nights.....	27	28	25	20	21
6 or more nights.....	52	50	54	61	63
VISITS					
Total.....	100	100	100	100	100
1 night.....	10	5	11	2	4
2 nights.....	16	6	17	7	5
3 to 5 nights.....	16	13	16	11	11
6 or more nights.....	58	76	56	80	80
OTHER PLEASURE					
Total.....	100	100	100	100	100
1 night.....	6	5	5	7	7
2 nights.....	12	8	9	18	15
3 to 5 nights.....	14	17	15	9	17
6 or more nights.....	68	70	71	66	61
PERSONAL AND FAMILY AFFAIRS¹					
Total.....	100	100	100	100	100
1 night.....	4	9	8	4	1
2 nights.....	8	10	12	30	1
3 to 5 nights.....	12	18	16	12	8
6 or more nights.....	76	63	64	54	90

¹The high proportion of traveler-nights spent in "other" lodgings by persons who traveled for "personal and family affairs" is attributable to students who attended schools in out-of-town places. Student trips were included in the "personal and family affairs" category and student housing, such as dormitories, was classified as "other" lodgings.

TABLE 19. **Type of Lodging and Family Income: Four Quarters:**
1963

(Percent distribution of traveler-nights)

Family income	All lodgings	Commercial lodgings	With friends and relatives	Own Cabin	Other
CALENDAR YEAR 1963					
Percent distribution by type of lodging					
All income.....	100	24	51	9	16
Under \$2,000.....	100	12	75	4	9
\$2,000 to \$3,999.....	100	12	64	11	13
\$4,000 to \$5,999.....	100	22	55	7	16
\$6,000 to \$7,499.....	100	24	54	6	16
\$7,500 to \$9,999.....	100	26	51	9	14
\$10,000 to \$14,999.....	100	32	36	13	19
\$15,000 and over.....	100	44	23	10	23
Income not reported.....	100	26	37	14	23
Percent distribution by family income					
All income.....	100	100	100	100	100
Under \$2,000.....	10	5	15	5	6
\$2,000 to \$3,999.....	13	7	16	16	10
\$4,000 to \$5,999.....	18	17	20	15	18
\$6,000 to \$7,499.....	14	13	15	9	14
\$7,500 to \$9,999.....	16	17	15	15	13
\$10,000 to \$14,999.....	13	18	9	19	16
\$15,000 and over.....	8	14	4	8	11
Income not reported.....	8	9	6	13	12
FIRST QUARTER 1963					
Percent distribution by type of lodging					
All income.....	100	27	51	4	18
Under \$2,000.....	100	10	81	2	7
\$2,000 to \$3,999.....	100	18	64	5	13
\$4,000 to \$5,999.....	100	21	60	1	18
\$6,000 to \$7,499.....	100	27	55	1	17
\$7,500 to \$9,999.....	100	27	49	9	15
\$10,000 to \$14,999.....	100	42	31	4	23
\$15,000 and over.....	100	62	20	4	14
Income not reported.....	100	26	40	3	31
Percent distribution by family income					
All income.....	100	100	100	100	100
Under \$2,000.....	12	4	19	5	5
\$2,000 to \$3,999.....	12	8	15	17	8
\$4,000 to \$5,999.....	18	13	21	6	18
\$6,000 to \$7,499.....	13	13	14	5	13
\$7,500 to \$9,999.....	13	13	12	33	11
\$10,000 to \$14,999.....	11	16	7	13	14
\$15,000 and over.....	9	22	3	11	7
Income not reported.....	12	11	9	10	24

TABLE 19. **Type of Lodging and Family Income: Four Quarters:**
1963—Continued
 (Percent distribution of traveler-nights)

Family income	All lodgings	Commercial lodgings	With friends and relatives	Own Cabin	Other
SECOND QUARTER 1963					
Percent distribution by type of lodging					
All income.....	100	22	51	8	19
Under \$2,000.....	100	16	74	1	9
\$2,000 to \$3,999.....	100	11	58	10	21
\$4,000 to \$5,999.....	100	18	55	7	20
\$6,000 to \$7,499.....	100	18	59	4	19
\$7,500 to \$9,999.....	100	31	49	8	12
\$10,000 to \$14,999.....	100	31	35	8	26
\$15,000 and over.....	100	39	24	11	26
Income not reported.....	100	16	41	17	26
Percent distribution by family income					
All income.....	100	100	100	100	100
Under \$2,000.....	11	8	16	1	5
\$2,000 to \$3,999.....	12	6	14	17	14
\$4,000 to \$5,999.....	20	16	21	18	20
\$6,000 to \$7,499.....	14	11	16	7	13
\$7,500 to \$9,999.....	15	21	14	16	10
\$10,000 to \$14,999.....	13	18	9	14	17
\$15,000 and over.....	8	15	4	12	11
Income not reported.....	7	5	6	15	10
THIRD QUARTER 1963					
Percent distribution by type of lodging					
All income.....	100	26	50	13	11
Under \$2,000.....	100	10	75	7	8
\$2,000 to \$3,999.....	100	13	61	18	8
\$4,000 to \$5,999.....	100	28	51	10	11
\$6,000 to \$7,499.....	100	26	52	10	12
\$7,500 to \$9,999.....	100	27	52	11	10
\$10,000 to \$14,999.....	100	33	35	20	12
\$15,000 and over.....	100	46	26	17	11
Income not reported.....	100	27	40	23	10
Percent distribution by family income					
All income.....	100	100	100	100	100
Under \$2,000.....	9	3	13	5	7
\$2,000 to \$3,999.....	12	6	15	16	10
\$4,000 to \$5,999.....	18	20	19	14	19
\$6,000 to \$7,499.....	15	15	16	11	17
\$7,500 to \$9,999.....	18	19	19	14	17
\$10,000 to \$14,999.....	16	20	11	23	18
\$15,000 and over.....	7	12	3	8	7
Income not reported.....	5	5	4	9	5

TABLE 19. **Type of Lodging and Family Income: Four Quarters:**
1963—Continued

(Percent distribution of traveler-nights)

Family income	All lodgings	Commercial lodgings	With friends and relatives	Own Cabin	Other
FOURTH QUARTER 1963					
	Percent distribution by type of lodging				
All income.....	100	20	53	7	20
Under \$2,000.....	100	13	72	7	8
\$2,000 to \$3,999.....	100	9	76	6	9
\$4,000 to \$5,999.....	100	17	61	6	16
\$6,000 to \$7,499.....	100	21	55	2	22
\$7,500 to \$9,999.....	100	21	50	7	22
\$10,000 to \$14,999.....	100	25	40	8	27
\$15,000 and over.....	100	29	23	3	45
Income not reported.....	100	29	32	14	25
	Percent distribution by family income				
All income.....	100	100	100	100	100
Under \$2,000.....	10	6	13	9	3
\$2,000 to \$3,999.....	15	7	22	15	7
\$4,000 to \$5,999.....	19	16	21	18	14
\$6,000 to \$7,499.....	11	12	12	3	12
\$7,500 to \$9,999.....	14	15	13	14	17
\$10,000 to \$14,999.....	11	14	9	13	14
\$15,000 and over.....	8	12	3	4	18
Income not reported.....	12	18	7	24	15

TABLE 20. **Type of Lodging, Purpose of Trip, and Size of Party:
1963**

(Percent distribution of traveler-nights)

Purpose of trip and size of party	All lodgings	Commercial lodgings	With friends and relatives	Own cabin	Other
Percent distribution by type of lodging					
BUSINESS					
Total.....	100	72	16	4	8
Parties of—					
1 person.....	100	73	14	2	11
2 persons or more.....	100	71	20	7	2
VISITS					
Total.....	100	6	91	1	2
Parties of—					
1 person.....	100	3	95	-	2
2 persons or more.....	100	7	90	1	2
OTHER PLEASURE					
Total.....	100	40	21	26	13
Parties of—					
1 person.....	100	36	24	20	20
2 persons or more.....	100	41	20	27	12
PERSONAL AND FAMILY AFFAIRS ¹					
Total.....	100	11	37	6	46
Parties of—					
1 person.....	100	5	22	1	72
2 persons or more.....	100	19	59	11	11
Percent distribution by size of party					
BUSINESS					
Total.....	100	100	100	100	100
Parties of—					
1 person.....	61	62	51	35	89
2 persons or more.....	39	38	49	65	11
VISITS					
Total.....	100	100	100	100	100
Parties of—					
1 person.....	28	13	29	14	34
2 persons or more.....	72	87	71	86	66
OTHER PLEASURE					
Total.....	100	100	100	100	100
Parties of—					
1 person.....	16	14	19	12	24
2 persons or more.....	84	86	81	88	76
PERSONAL AND FAMILY AFFAIRS ¹					
Total.....	100	100	100	100	100
Parties of—					
1 person.....	58	27	34	16	91
2 persons or more.....	42	73	66	84	9

¹The high proportion of traveler-nights spent in "other" lodgings by persons who traveled for "personal and family affairs" is attributable to students who attended schools in out-of-town places. Student trips were included in the "personal and family affairs" category and student housing, such as dormitories, was classified as "other" lodgings.

Chapter 2

Frequency of Travel Among Households

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BASIC TERMS USED IN TABLES

Person-trips—Synonymous to “traveler” used in chapter 1. Each time a person takes a trip, a person-trip (or traveler) is counted.

Person-trip-nights—Synonymous to “traveler-nights” in chapter 1. This item represents the total number of nights each person on each overnight trip stayed away from home.

Person-trip-miles—The total estimated distance traveled by each person on all trips taken to U.S. destinations. The computed one-way, straight-line distances were expanded to approximate probable driving or route distances. Air was assumed to have followed a “great-circle” route and consequently the round trip was two times the one-way computed distance. The direct route by bus and rail tends to be about 25 percent longer than straight-line, and therefore the one-way distance was expanded by 2.5 to be equivalent to the round trip distance. It was assumed that a substantial part of the automobile trips were somewhat more roundabout than the most direct highway route, and consequently a factor of 3.0 was used.

Person-trips per household—Computed by dividing the total number of person-trips by the total number of households (including those with no trips).

Person-trips per person—Computed by dividing the total number of person-trips by the total number of persons in all households (including those with no trips).

See appendix A for additional terms and more complete descriptions.

TABLE 1. Person-Trips—Family Income, Means of Transportation and Purpose of Trip: 1963

Means of transportation and purpose of trip	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
	Number of person-trips per household					
All transportation.....	7.94	2.84	4.51	7.43	10.90	14.95
Automobile.....	7.11	2.35	3.97	6.88	10.15	12.56
Bus.....	.21	.22	.26	.20	.14	.23
Air carrier.....	.27	.02	.04	.08	.20	1.38
Railroad.....	.16	.07	.12	.16	.21	.26
Other.....	.19	.18	.12	.11	.20	.52
All purposes.....	7.94	2.84	4.51	7.43	10.90	14.95
Business.....	11.1	.25	.30	.59	1.54	3.66
Visits to friends and relatives...	3.46	1.72	2.80	3.86	4.68	3.86
Other pleasure.....	2.30	.23	.68	1.99	3.30	5.70
Personal and family affairs.....	1.07	.64	.73	.99	1.38	1.73
	Number of person-trips per person					
All transportation.....	2.35	1.16	1.41	2.06	2.89	3.80
Automobile.....	2.10	.96	1.25	1.91	2.69	3.19
Bus.....	.06	.09	.08	.05	.04	.06
Air carrier.....	.08	.01	.01	.02	.05	.35
Railroad.....	.05	.03	.04	.04	.05	.07
Other.....	.06	.07	.03	.04	.06	.13
All purposes.....	2.35	1.16	1.41	2.06	2.89	3.80
Business.....	.33	.10	.09	.16	.41	.93
Visits to friends and relatives...	1.02	.70	.88	1.08	1.23	.98
Other pleasure.....	.68	.10	.21	.55	.88	1.45
Personal and family affairs.....	.32	.26	.23	.27	.37	.44

NOTE: See beginning of this chapter and appendix A for definitions of major terms.

TABLE 2. Person-Trips—Family Income and Geographic Region of Trip Origin: 1963

Means of transportation and purpose of trip	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
	Number of person-trips per household					
United States.....	7.94	2.84	4.51	7.43	10.90	14.95
Northeast Region.....	6.58	2.40	3.43	4.93	8.63	12.27
North Central Region.....	7.77	2.48	4.44	7.89	9.83	15.67
South Region.....	8.97	3.23	5.44	9.35	15.10	18.78
West Region.....	9.19	2.91	4.27	8.79	11.29	14.31
	Number of person-trips per person					
United States.....	2.35	1.16	1.41	2.06	2.89	3.80
Northeast Region.....	1.91	1.19	1.14	1.37	2.29	2.95
North Central Region.....	2.36	1.34	1.62	2.14	2.47	4.09
South Region.....	2.53	1.05	1.47	2.55	4.06	4.90
West Region.....	2.81	1.42	1.32	2.65	3.23	3.73

NOTE: See beginning of this chapter and appendix A for definitions of major terms. Geographic regions are shown on the inside cover pages.

TABLE 3. **Person-Trips—Occupation of Household Head, Means of Transportation, and Purpose of Trip: 1963**

Item	All occupations ¹	Occupation of household head				
		Professional and managerial workers	Clerical and sales workers	Craftsmen, operatives, and laborers	Service and private workers	Retired persons
MEANS OF TRANSPORTATION	Number of person-trips per household					
All transportation	7.94	11.98	10.14	7.90	5.37	2.96
Automobile.....	7.11	10.52	8.94	7.39	4.68	2.44
Bus.....	.21	.17	.37	.16	.33	.15
Air carrier.....	.27	.71	.35	.08	.09	.07
Railroad.....	.16	.21	.27	.16	.05	.16
Other.....	.19	.37	.21	.11	.22	.14
PURPOSE OF TRIP						
All purposes.....	7.94	11.98	10.14	7.90	5.37	2.96
Business.....	1.11	2.49	2.07	.46	.73	.15
Visits to friends and relatives...	3.46	4.50	4.07	4.05	2.16	1.64
Other pleasure.....	2.30	3.58	3.09	2.34	1.48	.65
Personal and family affairs.....	1.07	1.41	.91	1.05	1.00	.52
MEANS OF TRANSPORTATION	Number of person-trips per person					
All transportation	2.35	3.33	3.09	1.99	1.58	1.33
Automobile.....	2.10	2.92	2.72	1.87	1.38	1.10
Bus.....	.06	.05	.11	.04	.10	.07
Air carrier.....	.08	.20	.11	.02	.03	.03
Railroad.....	.05	.06	.08	.04	.01	.07
Other.....	.06	.10	.07	.02	.06	.06
PURPOSE OF TRIP						
All purposes.....	2.35	3.33	3.09	1.99	1.58	1.33
Business.....	.33	.69	.63	.12	.22	.07
Visits to friends and relatives...	1.02	1.26	1.24	1.01	.63	.74
Other pleasure.....	.68	.99	.94	.59	.44	.29
Personal and family affairs.....	.32	.39	.28	.27	.29	.23

NOTE: See beginning of this chapter and appendix A for definitions of major terms.

¹Distribution not shown for household heads in the Armed Forces, out of the labor force (except retired), unemployed, or those whose occupations were not reported.

TABLE 4. Person-Trips—Educational Attainment of Household Head, Means of Transportation, and Purpose of Trip: 1963

Item	All educational levels	Educational attainment of household head			
		No education	Elementary school	High school	College
MEANS OF TRANSPORTATION	Number of person-trips per household				
	7.94	3.94	4.34	8.49	12.56
	7.11	3.29	3.91	7.76	10.89
	.21	.19	.17	.20	.17
	.27	.13	.05	.18	.83
	.16	.20	.10	.18	.26
	.19	.13	.11	.17	.41
PURPOSE OF TRIP					
	7.94	3.94	4.34	8.49	12.56
	1.11	.21	.32	1.08	2.60
	3.46	2.25	2.16	3.56	4.78
	2.30	.69	1.06	2.70	3.79
	1.07	.79	.80	1.15	1.39
	Number of person-trips per person				
MEANS OF TRANSPORTATION					
	2.35	1.30	1.38	2.39	3.68
	2.10	1.09	1.24	2.19	3.19
	.06	.06	.05	.06	.05
	.08	.04	.02	.05	.24
	.05	.07	.03	.05	.08
	.06	.04	.04	.04	.12
	PURPOSE OF TRIP				
2.35		1.30	1.38	2.39	3.68
.33		.07	.10	.30	.76
1.02		.74	.70	1.01	1.40
.68		.23	.33	.76	1.11
.32		.26	.25	.32	.41

NOTE: See beginning of this chapter and appendix A for definitions of major terms.

TABLE 5. **Person-Trips—Size of Household, Means of Transportation, and Purpose of Trip: 1963**

Means of transportation and purpose of trip	Households consisting of—			
	1 person	2 persons	3 or 4 persons	5, 6, or 7 persons
Number of person-trips per household				
MEANS OF TRANSPORTATION				
All transportation	3.50	5.40	9.24	11.65
Automobile.....	2.77	4.77	8.30	10.70
Bus.....	.29	.18	.20	.19
Air carrier.....	.09	.18	.33	.36
Railroad.....	.13	.13	.20	.18
Other.....	.22	.14	.21	.22
PURPOSE OF TRIP				
All purposes.....	3.50	5.40	9.24	11.65
Business.....	.21	.73	1.53	1.41
Visits to friends and relatives.....	2.32	2.39	3.74	5.10
Other pleasure.....	.52	1.40	2.81	3.67
Personal and family affairs.....	.45	.88	1.16	1.47
Number of person-trips per person				
MEANS OF TRANSPORTATION				
All transportation	3.50	2.70	2.64	2.08
Automobile.....	2.77	2.39	2.37	1.91
Bus.....	.29	.09	.06	.03
Air carrier.....	.09	.09	.09	.06
Railroad.....	.13	.07	.06	.03
Other.....	.22	.06	.06	.05
PURPOSE OF TRIP				
All purposes.....	3.50	2.70	2.64	2.08
Business.....	.21	.36	.44	.25
Visits to friends and relatives.....	2.32	1.20	1.07	.92
Other pleasure.....	.52	.70	.80	.65
Personal and family affairs.....	.45	.44	.33	.26

NOTE: See beginning of this chapter and appendix for definitions of major terms. Households with more than 7 persons are not included in this table.

TABLE 6. **Person-Trips—Means of Transportation and Location of Residence: 1963**

Location of residence	All transportation	Automobile	Bus	Air	Railroad	Other
Number of person-trips per household						
All locations.....	7.94	7.11	0.21	0.27	0.16	0.19
In standard metropolitan statistical area (SMSA).....	8.24	7.27	.24	.35	.19	.19
In central city of SMSA.....	6.63	5.63	.32	.31	.18	.19
Not in central city.....	9.97	9.04	.15	.40	.20	.18
Outside SMSA.....	7.48	6.89	.15	.12	.12	.20
Nonfarm.....	8.00	7.34	.17	.13	.13	.23
Farm.....	5.02	4.67	.07	.08	.12	.08
Number of person-trips per person						
All locations.....	2.35	2.10	0.06	0.08	0.05	0.06
In SMSA.....	2.44	2.15	.07	.10	.06	.06
In central city of SMSA.....	2.13	1.81	.10	.10	.06	.06
Not in central city.....	2.72	2.47	.04	.09	.05	.07
Outside SMSA.....	2.20	2.02	.04	.04	.04	.06
Nonfarm.....	2.39	2.20	.05	.04	.04	.06
Farm.....	1.35	1.26	.02	.02	.03	.02

NOTE: See beginning of this chapter and appendix for definitions of major terms.

TABLE 7. **Person-Trips—Purpose of Trip and Frequency of Travel:**
1963

(Percent distribution by number of trips taken)

Size of household and frequency of travel	Households in United States	Person- trips, total	Purpose of trip			
			Business	Visits to friends and relatives	Other pleasure	Personal and family affairs
ALL HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	25	-	-	-	-	-
1 to 9 person-trips.....	50	25	15	24	29	30
10 to 19 person-trips.....	14	24	22	25	24	26
20 to 29 person-trips.....	6	18	21	17	17	15
30 or more person-trips.....	5	33	42	34	30	29
1 OR 2 PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	33	-	-	-	-	-
1 to 9 person trips.....	53	37	25	37	43	41
10 to 19 person-trips.....	9	26	21	28	23	22
20 to 29 person-trips.....	2	12	20	11	13	8
30 or more person-trips.....	3	25	34	24	21	29
3 OR MORE PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	20	-	-	-	-	-
1 to 9 person trips.....	48	22	13	20	26	25
10 to 19 person-trips.....	17	24	22	23	24	27
20 to 29 person-trips.....	8	18	21	19	17	18
30 or more person-trips.....	7	36	44	38	33	30

NOTE: Person-trips are synonymous with "travelers" and are equivalent to the number of persons on trips. If 2 persons take 1 trip, for example, 2 person-trips are counted.

TABLE 8. **Person-Trips—Means of Transportation and Frequency of Travel: 1963**

(Percent distribution by number of trips taken)

Size of household and frequency of travel	Households in United States	Person-trips, total	Means of transportation			
			Automobile	Bus	Air carrier	Railroad
ALL HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	25	-	-	-	-	-
1 to 9 person-trips.....	50	25	24	55	30	44
10 to 19 person-trips.....	14	24	24	18	29	27
20 to 29 person-trips.....	6	18	17	12	18	14
30 or more person-trips.....	5	33	35	15	23	15
1 OR 2 PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	33	-	-	-	-	-
1 to 9 person-trips.....	53	37	35	57	52	61
10 to 19 person-trips.....	9	26	27	9	29	15
20 to 29 person-trips.....	2	12	12	13	8	17
30 or more person-trips.....	3	25	26	21	11	7
3 OR MORE PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	20	-	-	-	-	-
1 to 9 person-trips.....	48	22	20	54	24	36
10 to 19 person-trips.....	17	24	23	24	29	32
20 to 29 person-trips.....	8	18	19	12	21	13
30 or more person-trips.....	7	36	38	10	26	19

NOTE: Person-trips are synonymous with "travelers" and are equivalent to the number of persons on trips. If 2 persons take 1 trip, for example, 2 person-trips are counted. Percent distribution of "Other" means of transportation is not shown.

TABLE 9. **Person-Trip-Nights—Family Income and Type of Accommodation: 1963**

Type of accommodation	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
All accommodations..... Commercial..... With friends and relatives..... Own cottage..... Recreational area..... Other.....	Number of person-trip-nights per household					
	29.2	12.6	18.1	25.5	38.4	57.6
	7.8	1.3	2.6	6.1	10.1	22.7
	15.8	9.9	12.9	14.9	21.5	19.7
	3.1	.4	1.6	2.3	3.5	9.2
	.8	.1	.3	.6	1.4	2.2
	1.7	.9	.7	1.6	1.9	3.8
	Number of person-trip-nights per person					
	8.6	5.2	5.7	7.1	10.2	14.6
	2.3	.5	.8	1.7	2.7	5.7
4.7	4.1	4.1	4.0	5.7	5.0	
.9	.2	.5	.7	.9	2.3	
.2	0	.1	.2	.4	.6	
.5	.4	.2	.5	.5	1.0	

NOTE: Includes only nights spent in the United States away from home. Nights spent in foreign countries are not included. See beginning of this chapter and appendix A for definitions of major terms.

TABLE 10. **Person-Trip-Nights—Family Income and Geographic Region of Trip Origin: 1963**

Geographic area of trip origin	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
	Number of person-trip-nights per household					
United States.....	29.2	12.6	18.1	25.5	38.4	57.6
Northeast Region.....	27.1	9.9	16.4	22.5	32.0	51.9
North Central Region.....	28.4	12.5	17.3	24.3	35.5	60.8
South Region.....	31.1	13.0	20.4	29.9	48.5	70.9
West Region.....	33.0	16.1	16.7	26.9	41.6	49.6
	Number of person-trip-nights per person					
United States.....	8.6	5.2	5.7	7.1	10.2	14.6
Northeast Region.....	7.9	4.9	5.4	6.2	8.5	12.5
North Central Region.....	8.6	6.7	6.3	6.6	8.9	15.8
South Region.....	8.8	4.2	5.5	8.2	13.0	18.5
West Region.....	10.1	7.8	5.2	8.1	11.9	12.9

NOTE: Includes only nights spent in the United States away from home. Nights spent in foreign countries are not included. See beginning of this chapter and appendix A for definitions of major terms. Geographic regions are shown on the inside cover pages.

TABLE 11. **Person-Trip-Nights—Type of Accommodation and Frequency of Travel: 1963**

(Percent distribution by number of trips taken)

Size of household and frequency of travel	Households in United States	Person-trip-nights, total	Type of accommodations				
			Commercial	With friends and relatives	Own cottage	Recreational area	Other
ALL HOUSEHOLDS							
Total.....	100	100	100	100	100	100	100
Households taking—							
No trips.....	25	-	-	-	-	-	-
1 to 9 person-trips.....	50	37	40	38	25	29	42
10 to 19 person-trips.....	14	26	27	26	21	32	32
20 to 29 person-trips.....	6	14	16	14	8	20	11
30 or more person-trips.....	5	23	17	22	46	19	15
1 OR 2 PERSON HOUSEHOLDS							
Total.....	100	100	100	100	100	100	100
Households taking—							
No trips.....	33	-	-	-	-	-	-
1 to 9 person-trips.....	53	57	58	59	48	37	69
10 to 19 person-trips.....	9	22	25	23	14	31	14
20 to 29 person-trips.....	2	7	9	6	7	29	5
30 or more person-trips.....	3	14	8	12	31	3	12
3 OR MORE PERSON HOUSEHOLDS							
Total.....	100	100	100	100	100	100	100
Households taking—							
No trips.....	20	-	-	-	-	-	-
1 to 9 person-trips.....	48	30	35	30	14	28	36
10 to 19 person-trips.....	17	27	28	26	24	32	36
20 to 29 person-trips.....	8	17	18	18	8	19	13
30 or more person-trips.....	7	26	19	26	54	21	15

NOTE: Person-trip-nights are synonymous with "traveler nights" and are equivalent to the total number of nights each person remains away from home while on trips.

TABLE 12. **Person-Trip-Miles—Family Income and Means of Transportation: 1963**

Means of transportation	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
	Number of person-trip-miles per household					
All transportation.....	4,109	964	2,369	3,344	5,634	9,214
Automobile.....	3,333	714	1,971	2,853	4,932	6,576
Bus.....	95	75	135	80	80	140
Air carrier.....	358	32	40	154	276	1,780
Railroad.....	155	83	138	152	173	205
Other.....	168	60	85	105	173	513
	Number of person-trip-miles per person					
All transportation.....	1,213	396	744	930	1,492	2,341
Automobile.....	984	294	618	792	1,308	1,671
Bus.....	28	30	43	23	20	35
Air carrier.....	106	14	12	42	74	452
Railroad.....	45	33	43	43	45	53
Other.....	50	25	28	30	45	130

NOTE: See beginning of this chapter and appendix A for definitions of major terms.

TABLE 13. **Person-Trip-Miles—Family Income and Geographic Region of Trip Origin: 1963**

Geographic area of trip origin	All incomes	Family income of—				
		Under \$2,000	\$2,000 to \$3,999	\$4,000 to \$5,999	\$6,000 to \$9,999	\$10,000 and over
	Number of person-trip-miles per household					
United States.....	4,109	964	2,369	3,344	5,634	9,214
Northeast Region.....	2,820	691	1,569	2,197	3,410	5,913
North Central Region.....	4,072	981	2,101	3,367	5,635	9,555
South Region.....	4,278	877	2,428	4,038	7,404	11,933
West Region.....	6,401	1,706	4,849	4,775	7,471	11,026
	Number of person-trip-miles per person					
United States.....	1,213	396	744	930	1,492	2,341
Northeast Region.....	818	342	520	611	907	1,423
North Central Region.....	1,235	529	769	913	1,416	2,494
South Region.....	1,210	286	656	1,103	1,958	3,112
West Region.....	1,954	835	1,503	1,440	2,136	2,876

NOTE: See beginning of this chapter and appendix A for definitions of major terms. Geographic regions are shown on the inside cover pages.

TABLE 14. **Person-Trip-Miles—Means of Transportation and Frequency of Travel: 1963**

(Percent distribution by number of trips taken)

Size of household and frequency of travel	Households in United States	Person-trip-miles, total	Means of transportation			
			Automobile	Bus	Air carrier	Railroad
ALL HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	25	-	-	-	-	-
1 to 9 person-trips.....	50	34	31	64	33	57
10 to 19 person-trips.....	14	27	27	14	32	19
20 to 29 person-trips.....	6	17	18	10	16	13
30 or more person-trips.....	5	22	24	12	19	11
1 OR 2 PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	33	-	-	-	-	-
1 to 9 person-trips.....	53	52	47	76	59	69
10 to 19 person-trips.....	9	25	28	5	29	10
20 to 29 person-trips.....	2	9	10	9	5	10
30 or more person-trips.....	3	14	15	10	7	11
3 OR MORE PERSON HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households taking—						
No trips.....	20	-	-	-	-	-
1 to 9 person-trips.....	48	28	26	58	25	50
10 to 19 person-trips.....	17	28	27	19	33	24
20 to 29 person-trips.....	8	20	21	11	19	15
30 or more person-trips.....	7	24	26	12	23	11

NOTE: Person-trip-miles are the estimated round trip miles of all person-trips taken to United States destinations. Percent distribution of "Other" means of transportation is not shown.

Part 2

HOME-TO-WORK

TRAVEL SURVEY

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The Home-to-Work Travel Survey was conducted in October 1963 with a nationwide sample of about 6,000 households. Data were obtained on the work-commuting patterns of the American work force.

The data were recorded on one census form—the QHS-462 (see appendix C for facsimile). The QHS-462 was designed to identify employed household members and to make a series of inquiries about the place of work in terms of distance from home, time required to get to work, mode of transportation used, availability and cost of public transportation, and kinds of parking facilities used by work commuters using automobiles.

The terms used in this chapter are defined in detail in appendix A. A brief definition of the basic unit of measurement is described below.

Work Commuter is an employed member of the household whose place of work was a distance of one-quarter of a mile or more from home at a fixed place (i.e., a building, office, or shop) at which the worker reported at the beginning of the work day.

Most of the tables in this Part are based on the total number of estimated work commuters. In tables dealing with time, cost, and distance of public transportation, work commuters who had no available public transportation are either not included in the total or are classified in the "public transportation not available" category. There are also several tables which examine only the pattern of the work commuter using an automobile as the major means of transportation to work.

Where there is a departure from a total based on all work commuters, the table is appropriately footnoted.

**TABLE A. Summary of Work
Commuters: October 1963**

Item	Number (in millions)
Total.....	50
METHOD OF TRANSPORTATION	
Automobile driver alone.....	28
Automobile with other.....	13
Public transportation.....	7
Other.....	2
DISTANCE TO WORK	
1 mile or less.....	7
2 miles.....	6
3 miles.....	5
4 miles.....	4
5 miles.....	4
6 to 10 miles.....	12
Over 10 miles.....	12
TIME REQUIRED TO GET TO WORK	
Under 15 minutes.....	13
15 to 35 minutes.....	26
36 minutes or more.....	9
Not applicable or not reported.....	2
DISTANCE TO PUBLIC TRANSPORTATION	
Less than 1/4 mile.....	18
1/4 to 1/2 mile.....	7
Over 1/2 but less than 1 mile.....	2
Over 1 mile.....	2
Public transportation not available or distance not reported.....	21
ONE-WAY FARE BY PUBLIC TRANSPORTATION	
20 cents or less.....	7
21 to 25 cents.....	7
26 to 30 cents.....	5
31 cents or more.....	7
Public transportation not available (residence more than 1 mile from nearest line) or fare not reported..	24

TABLE 1. Sex, Color, and Age Groups: 1963

(Percent distribution of work commuters)

Age of worker and method of transportation	Both sexes			White			Nonwhite		
	Total	White	Nonwhite	Total	Male	Female	Total	Male	Female
WORKERS COMMUTING BY AUTOMOBILE— DRIVER ONLY	Percent distribution by sex and color								
All age groups.....	100	92	8	100	74	26	100	75	25
Under 21 years.....	100	95	5	100	69	31	100	55	45
21 to 30 years.....	100	92	8	100	72	28	100	79	21
31 to 45 years.....	100	91	9	100	76	24	100	75	25
46 to 60 years.....	100	93	7	100	73	27	100	77	23
61 years and over.....	100	94	6	100	77	23	100	74	26
WORKERS COMMUTING BY AUTOMOBILE WITH OTHERS									
All age groups.....	100	87	13	100	59	41	100	57	43
Under 21 years.....	100	89	11	100	42	58	100	49	51
21 to 30 years.....	100	87	13	100	61	39	100	69	31
31 to 45 years.....	100	88	12	100	61	39	100	52	48
46 to 60 years.....	100	87	13	100	61	39	100	51	49
61 years and over.....	100	79	21	100	64	36	100	72	28
WORKERS COMMUTING BY PUBLIC TRANSPORTATION									
All age groups.....	100	79	21	100	46	54	100	43	57
Under 21 years.....	100	80	20	100	34	66	100	52	48
21 to 30 years.....	100	73	27	100	50	50	100	45	55
31 to 45 years.....	100	75	25	100	49	51	100	41	59
46 to 60 years.....	100	85	15	100	44	56	100	38	62
61 years and over.....	100	84	16	100	56	44	100	56	44

NOTE: Workers commuting by means of transportation other than automobile or public transportation are too few to be contained in this distribution.

TABLE 2. Location of Residence and Distance to Work: 1963

(Percent distribution of work commuters)

Distance to work	All locations	In SMSA		Not in SMSA	
		In central city	Outside central city	Nonfarm	Farm
	Percent distribution by location				
All distances.....	100	37	33	27	3
Distance to work:					
1/4 to 1 mile.....	100	29	20	50	1
2 miles.....	100	41	29	28	2
3 miles.....	100	44	28	25	3
4 miles.....	100	48	27	20	5
5 miles.....	100	50	33	14	3
6 to 10 miles.....	100	38	43	17	2
11 miles or more.....	100	28	39	29	4
	Percent distribution by distance to work				
All distances.....	100	100	100	100	100
Distance to work:					
1/4 to 1 mile.....	15	11	9	27	6
2 miles.....	13	14	11	14	8
3 miles.....	10	12	8	9	10
4 miles.....	7	9	6	5	12
5 miles.....	7	10	8	4	7
6 to 10 miles.....	24	26	30	15	19
11 miles or more.....	24	18	28	26	38

TABLE 3. Location of Residence and Method of Transportation: 1963

(Percent distribution of work commuters)

Method of transportation	All locations	In SMSA		Not in SMSA	
		In central city	Outside central city	Nonfarm	Farm
	Percent distribution by location				
All transportation.....	100	37	33	27	3
Automobile—driver only.....	100	31	38	28	3
Automobile with others.....	100	29	32	35	4
Public transportation.....	100	76	20	4	-
Walk only.....	100	43	15	41	1
Other.....	100	24	26	47	3
	Percent distribution by method of transportation				
All transportation.....	100	100	100	100	100
Automobile—driver only.....	56	47	65	58	61
Automobile with others.....	26	20	25	34	36
Public transportation.....	14	29	9	2	1
Walk only.....	3	3	1	4	1
Other.....	1	1	-	2	1

TABLE 4. Location of Residence and Distance to Nearest Public Transportation: 1963

(Percent distribution of work commuters)

Distance to public transportation line	All locations	In SMSA		Not in SMSA	
		In central city	Outside central city	Nonfarm	Farm
	Percent distribution by location				
All distances.....	100	37	33	27	3
Less than 1/4 mile.....	100	64	26	10	-
1/4 to 1/2 mile.....	100	50	37	13	-
Over 1/2 to 1 mile.....	100	21	59	19	1
Over 1 mile.....	100	20	63	15	2
No public transportation available....	100	14	33	47	6
	Percent distribution by distance to public transportation				
All distances.....	100	100	100	100	100
Less than 1/4 mile.....	35	61	27	14	-
1/4 to 1/2 mile.....	13	18	15	6	-
Over 1/2 to 1 mile.....	4	2	7	3	1
Over 1 mile.....	5	3	9	3	3
No public transportation available....	43	16	42	74	96

TABLE 5. Location of Residence and One-Way Fare on Public Transportation: 1963

(Percent distribution of work commuters)

One-way fare	All locations	In SMSA		Not in SMSA	
		In central city	Outside central city	Nonfarm	Farm
All fares..... 15 cents or less..... 16 to 20 cents..... 21 to 25 cents..... 26 to 30 cents..... 31 to 40 cents..... 41 to 50 cents..... More than 50 cents..... All fares..... 15 cents or less..... 16 to 20 cents..... 21 to 25 cents..... 26 to 30 cents..... 31 to 40 cents..... 41 to 50 cents..... More than 50 cents.....	Percent distribution by location				
	100	58	31	11	-
	100	67	14	19	-
	100	56	22	22	-
	100	66	29	5	-
	100	72	24	4	-
	100	39	47	14	-
	100	32	55	13	-
	100	32	53	15	-
	Percent distribution by fare				
	100	100	100	100	¹ 100
	15	17	7	25	-
	12	12	8	24	-
	28	33	26	12	-
	19	23	14	7	-
	9	6	14	11	-
	8	4	14	9	-
	9	5	17	12	-

NOTE: Includes only work commuters who have public transportation available. A large proportion of persons not in an SMSA--especially those in farm locations--did not have public transportation available.

¹Too few cases to distribute.

TABLE 6. Location of Residence, Method of Transportation, and Distance to Work: 1963

(Percent distribution of work commuters)

Distance to work	All locations			In SMSA				Outside SMSA	
	Total	Auto users	Public transportation users	In central city		Outside central city		Auto users	Public transportation users
				Auto users	Public transportation users	Auto users	Public transportation users		
	Percent distribution by location and method of transportation								
All distances.....	100	85	15	26	11	31	3	28	1
1 mile or less.....	100	92	8	20	7	19	1	53	-
2 or 3 miles.....	100	84	16	30	13	27	2	27	1
4 or 5 miles.....	100	82	18	34	15	28	2	20	1
6 to 10 miles.....	100	85	15	27	11	39	4	19	-
11 miles or more.....	100	85	15	18	10	35	4	32	1
	Percent distribution by distance to work								
All distances.....	100	100	100	100	100	100	100	100	100
1 mile or less.....	15	14	7	10	8	8	5	23	6
2 or 3 miles.....	23	22	25	27	26	20	18	21	41
4 or 5 miles.....	14	14	18	20	20	13	12	11	13
6 to 10 miles.....	24	25	25	26	24	31	33	17	3
11 miles or more.....	24	25	25	17	22	28	32	28	37

NOTE: Workers commuting by means of transport other than automobiles or public transportation are too few to be contained in this distribution.

TABLE 7. Location of Residence, Method of Transportation, and Occupation of Worker: 1963

(Percent distribution of work commuters)

Occupation of worker	Total	In SMSA				Outside SMSA	
		In central city		Outside central city		By auto	By public transportation
		By auto	By public transportation	By auto	By public transportation		
Percent distribution by location and method of transportation							
All occupations.....	100	26	11	31	3	28	1
Professional and managerial.....	100	26	5	39	3	26	1
Clerical and sales.....	100	26	16	29	6	22	1
Craftsmen, operatives and laborers.....	100	26	9	30	1	33	1
Service and private workers.....	100	22	23	21	2	30	2
Others and nonavailables.....	100	22	22	27	2	27	-
Percent distribution by distance to work							
All occupations.....	100	100	100	100	100	100	100
Professional and managerial.....	24	25	12	31	31	23	11
Clerical and sales.....	22	23	32	21	44	17	14
Craftsmen, operatives and laborers.....	41	42	32	40	17	48	48
Service and private workers.....	12	9	22	7	7	11	27
Others and nonavailables.....	1	1	2	1	1	1	-

NOTE: Workers commuting by means of transport other than automobiles or public transportation are too few to be contained in this distribution.

TABLE 8. **Location of Residence, Method of Transportation, Household Type, and Number of Automobiles Owned: 1963**

(Percent distribution of work commuters)

Household type and number of automobiles owned	All locations			In SMSA				Outside SMSA	
	Total	Auto users	Public transportation users	Central city		Outside central city		Auto users	Public transportation users
				Auto users	Public transportation users	Auto users	Public transportation users		
	Percent distribution by location and method of transportation								
ALL HOUSEHOLDS									
Total.....	100	85	15	26	11	31	3	28	1
Households owning—									
No automobile.....	100	35	65	13	57	5	6	17	2
1 automobile.....	100	89	11	28	7	31	3	30	1
2 automobiles or more.....	100	96	4	26	2	41	2	29	-
1-PERSON HOUSEHOLDS									
Total.....	100	68	32	31	27	16	4	21	1
Households owning—									
No automobile.....	100	26	74	10	64	7	9	9	1
1 automobile or more.....	100	91	9	42	7	21	1	28	1
2-PERSON HOUSEHOLDS									
Total.....	100	83	17	30	14	27	3	26	-
Households owning—									
No automobile.....	100	27	73	13	66	4	6	10	1
1 automobile.....	100	90	10	33	8	28	2	29	-
2 automobiles or more.....	100	98	2	31	1	38	1	29	-
3-OR-MORE PERSON HOUSEHOLDS									
Total.....	100	87	13	24	9	33	3	30	1
Households owning—									
No automobile.....	100	41	59	14	51	4	6	23	2
1 automobile.....	100	89	11	25	7	33	3	31	1
2 automobiles or more.....	100	95	5	25	2	41	3	29	-
	Percent distribution by household type and number of automobiles								
ALL HOUSEHOLDS									
Total.....	100	100	100	100	100	100	100	100	100
Households owning—									
No automobile.....	13	5	50	6	59	2	25	7	28
1 automobile.....	54	57	40	59	36	53	48	59	61
2 automobiles or more.....	33	38	10	35	5	45	27	34	11
1-PERSON HOUSEHOLDS									
Total.....	100	100	100	100	100	100	100	100	100
Households owning—									
No automobile.....	35	13	82	11	85	15	81	14	29
1 automobile or more.....	65	87	18	89	15	85	19	86	71
2-PERSON HOUSEHOLDS									
Total.....	100	100	100	100	100	100	100	100	100
Households owning—									
No automobile.....	14	5	59	6	65	2	31	5	26
1 automobile.....	60	64	38	66	33	61	62	66	74
2 automobiles or more.....	26	31	3	28	2	37	7	29	-
3-OR-MORE PERSON HOUSEHOLDS									
Total.....	100	100	100	100	100	100	100	100	100
Households owning—									
No automobile.....	9	4	41	5	50	1	19	7	28
1 automobile.....	52	54	45	55	42	51	48	56	58
2 automobiles or more.....	39	42	14	40	8	48	33	37	14

NOTE: Includes only work commuters who use either automobiles or public transportation.

TABLE 9. **Distance to Work and Sex and Color of
Commuter: 1963**

(Percent distribution of work commuters)

Sex and color	All distances	Distance to work				
		1 mile or less	2 or 3 miles	4 or 5 miles	6 to 10 miles	11 miles or more
	Percent distribution by distance to work					
Both races, total.....	100	15	23	14	24	24
Male.....	100	13	21	14	24	28
Female.....	100	17	26	15	25	17
White, total.....	100	14	23	14	25	24
Male.....	100	12	21	14	24	29
Female.....	100	17	26	15	25	17
Nonwhite, total.....	100	20	23	16	21	20
Male.....	100	19	22	16	23	20
Female.....	100	21	25	16	18	20
	Percent distribution by sex and color					
Both races, total.....	100	100	100	100	100	100
Male.....	65	58	60	63	65	75
Female.....	35	42	40	37	35	25
White, total.....	100	100	100	100	100	100
Male.....	66	59	61	64	65	77
Female.....	34	41	39	36	35	23
Nonwhite, total.....	100	100	100	100	100	100
Male.....	59	56	56	60	64	59
Female.....	41	44	44	40	36	41

TABLE 10. **Distance to Work and Sex and Age of
Commuter: 1963**
(Percent distribution of work commuters)

Sex and age	All distances	Distance to work				
		1 mile or less	2 or 3 miles	4 or 5 miles	6 to 10 miles	11 miles or more
	Percent distribution by distance to work					
Both sexes, total.....	100	15	23	14	24	24
Under 21 years.....	100	17	26	16	22	19
21 to 30 years.....	100	13	20	16	26	25
31 to 45 years.....	100	14	21	14	25	26
46 to 60 years.....	100	14	25	15	23	23
61 years and over.....	100	21	23	12	23	21
Male, total.....	100	13	21	14	24	28
Under 21 years.....	100	19	28	16	16	21
21 to 30 years.....	100	13	19	14	26	28
31 to 45 years.....	100	12	20	14	25	29
46 to 60 years.....	100	11	22	15	25	27
61 years and over.....	100	19	21	14	20	26
Female, total.....	100	17	26	15	25	17
Under 21 years.....	100	15	25	15	28	17
21 to 30 years.....	100	14	23	20	25	18
31 to 45 years.....	100	18	23	14	26	19
46 to 60 years.....	100	18	32	15	20	15
61 years and over.....	100	25	26	8	29	12
	Percent distribution by sex and age					
Both sexes, total.....	100	100	100	100	100	100
Under 21 years.....	8	9	9	9	7	6
21 to 30 years.....	21	19	19	22	22	22
31 to 45 years.....	36	36	34	34	38	39
46 to 60 years.....	28	27	32	29	27	27
61 years and over.....	7	9	6	6	6	6
Male, total.....	100	100	100	100	100	100
Under 21 years.....	6	10	9	7	4	5
21 to 30 years.....	21	20	19	20	23	22
31 to 45 years.....	38	36	36	37	39	40
46 to 60 years.....	28	24	29	29	28	27
61 years and over.....	7	10	7	7	6	6
Female, total.....	100	100	100	100	100	100
Under 21 years.....	11	9	10	11	12	11
21 to 30 years.....	20	17	18	26	21	21
31 to 45 years.....	34	36	30	31	36	38
46 to 60 years.....	29	30	36	29	24	26
61 years and over.....	6	8	6	3	7	4

TABLE 11. **Distance to Work and Occupation of Commuter:**
1963

(Percent distribution of work commuters)

Occupation of worker	All distances	Distance to work				
		1 mile or less	2 or 3 miles	4 or 5 miles	6 to 10 miles	11 miles or more
	Percent distribution by distance to work					
All occupations.....	100	15	23	14	24	24
Professional and managerial.....	100	14	22	14	24	26
Clerical or sales.....	100	16	23	14	28	19
Craftsmen, operatives and laborers.....	100	13	21	15	23	28
Service and private workers.....	100	22	29	14	22	13
Others ¹	100	5	16	22	23	34
	Percent distribution by occupation					
All occupations.....	100	100	100	100	100	100
Professional and managerial.....	24	23	23	23	24	27
Clerical or sales.....	22	24	23	22	26	18
Craftsmen, operatives and laborers.....	41	35	38	42	38	48
Service and private workers.....	12	18	15	12	11	6
Others ¹	1	-	1	1	1	1

¹Includes occupations not reported.

TABLE 12. **Distance to Work and Family Income: 1963**

(Percent distribution of work commuters)

Family income	All distances	Distance to work				
		1 mile or less	2 or 3 miles	4 or 5 miles	6 to 10 miles	11 miles or more
	Percent distribution by distance to work					
All incomes.....	100	15	23	14	24	24
Under \$2,000.....	100	20	23	15	20	22
\$2,000 to \$3,999.....	100	19	24	14	23	20
\$4,000 to \$5,999.....	100	14	24	16	24	22
\$6,000 to \$7,499.....	100	15	21	14	27	23
\$7,500 to \$9,999.....	100	11	22	14	25	28
\$10,000 to \$14,999.....	100	10	23	14	23	30
\$15,000 and over.....	100	15	19	12	31	23
Income not reported.....	100	16	24	12	24	24
	Percent distribution by family income					
All incomes.....	100	100	100	100	100	100
Under \$2,000.....	7	10	7	8	6	7
\$2,000 to \$3,999.....	14	19	15	14	13	12
\$4,000 to \$5,999.....	24	23	25	27	23	22
\$6,000 to \$7,499.....	16	16	15	16	18	15
\$7,500 to \$9,999.....	16	12	16	15	17	19
\$10,000 to \$14,999.....	12	8	12	11	11	14
\$15,000 and over.....	4	4	3	3	5	4
Income not reported.....	7	8	7	6	7	7

TABLE 13. **Distance to Work, Household Type, and Number of Automobiles Owned: 1963**
(Percent distribution of work commuters)

Household type and number of automobiles owned	All distances	Distance to work				
		1 mile or less	2 or 3 miles	4 or 5 miles	6 to 10 miles	11 miles or more
Percent distribution by distance to work						
ALL HOUSEHOLDS						
Total.....	100	15	23	14	24	24
Households owning—						
No automobile.....	100	19	27	17	19	18
1 automobile.....	100	15	23	14	24	24
2 automobiles or more.....	100	12	21	14	27	26
1-PERSON HOUSEHOLDS						
Total.....	100	21	27	14	24	14
Households owning—						
No automobile.....	100	21	29	20	22	8
1 automobile or more.....	100	20	26	11	25	18
2-PERSON HOUSEHOLDS						
Total.....	100	16	24	15	23	22
Households owning—						
No automobile.....	100	18	25	17	20	20
1 automobile.....	100	15	23	16	23	23
2 automobiles or more.....	100	16	23	12	27	22
3-OR-MORE PERSON HOUSEHOLDS						
Total.....	100	14	22	14	25	25
Households owning—						
No automobile.....	100	19	27	16	17	21
1 automobile.....	100	14	22	14	25	25
2 automobiles or more.....	100	11	20	15	27	27
Percent distribution by household type and number of automobiles						
ALL HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households owning—						
No automobile.....	13	17	15	15	10	10
1 automobile.....	54	55	55	52	53	54
2 automobiles or more.....	33	28	30	33	37	36
1-PERSON HOUSEHOLDS						
Total.....	5	7	6	5	5	3
Households owning—						
No automobile.....	2	3	3	3	2	1
1 automobile or more.....	3	4	3	2	3	2
2-PERSON HOUSEHOLDS						
Total.....	24	26	25	25	23	22
Households owning—						
No automobile.....	4	5	4	4	3	3
1 automobile.....	14	15	15	15	13	13
2 automobiles or more.....	6	6	6	6	7	6
3-OR-MORE PERSON HOUSEHOLDS						
Total.....	71	67	69	70	72	75
Households owning—						
No automobile.....	7	9	8	8	5	6
1 automobile.....	37	37	37	35	37	39
2 automobiles or more.....	27	21	24	27	30	30

TABLE 14. Time Required to Get to Work and Sex and Color of Commuter: 1963

(Percent distribution of work commuters)

Sex and color	All time periods	Time required to get to work			
		Under 15 minutes	15 to 35 minutes	36 minutes and over	Not applicable or not reported
	Percent distribution by time				
Both sexes, total.....	100	25	52	18	5
White.....	100	29	52	15	4
Nonwhite.....	100	14	47	28	11
Male, total.....	100	24	52	19	5
White.....	100	25	51	19	5
Nonwhite.....	100	15	58	21	6
Female, total.....	100	27	51	17	5
White.....	100	29	52	15	4
Nonwhite.....	100	14	47	28	11
	Percent distribution by sex and color				
Both sexes, total.....	100	100	100	100	100
White.....	88	93	88	85	80
Nonwhite.....	12	7	12	15	20
Male, total.....	100	100	100	100	100
White.....	89	93	88	88	87
Nonwhite.....	11	7	12	12	13
Female, total.....	100	100	100	100	100
White.....	86	93	87	77	69
Nonwhite.....	14	7	13	23	31

TABLE 15. **Time Required to Get to Work and Sex and Age of Commuter: 1963**

(Percent distribution of work commuters)

Sex and age	All time periods	Time required to get to work			
		Under 15 minutes	15 to 35 minutes	36 minutes and over	Not applicable or not reported
	Percent distribution by time				
Both sexes, total.....	100	25	52	18	5
Under 21 years.....	100	27	49	17	7
21 to 30 years.....	100	24	56	16	4
31 to 45 years.....	100	26	50	19	5
46 to 60 years.....	100	25	53	18	4
61 years or over.....	100	27	45	22	6
Male, total.....	100	24	52	19	5
Under 21 years.....	100	28	51	14	7
21 to 30 years.....	100	23	55	17	5
31 to 45 years.....	100	25	50	20	5
46 to 60 years.....	100	23	55	19	3
61 years or over.....	100	26	47	22	5
Female, total.....	100	27	51	17	5
Under 21 years.....	100	25	48	21	6
21 to 30 years.....	100	27	56	14	3
31 to 45 years.....	100	27	52	15	6
46 to 60 years.....	100	28	50	17	5
61 years or over.....	100	30	43	20	7
	Percent distribution by sex and age				
Both sexes, total.....	100	100	100	100	100
Under 21 years.....	8	9	8	7	11
21 to 30 years.....	21	20	22	19	18
31 to 45 years.....	36	37	35	37	39
46 to 60 years.....	28	27	29	29	24
61 years or over.....	7	7	6	8	8
Male, total.....	100	100	100	100	100
Under 21 years.....	6	8	7	5	10
21 to 30 years.....	21	20	22	19	22
31 to 45 years.....	38	39	36	40	40
46 to 60 years.....	28	26	29	28	21
61 years or over.....	7	7	6	8	7
Female, total.....	100	100	100	100	100
Under 21 years.....	11	10	10	13	14
21 to 30 years.....	20	20	22	18	10
31 to 45 years.....	34	34	34	31	38
46 to 60 years.....	29	30	29	31	30
61 years or over.....	6	6	5	7	8

TABLE 16. Time Required to Get to Work and Distance for Users of Automobiles and Public Transportation: 1963

(Percent distribution of work commuters)

Distance from home to work	All time periods	Time required to get to work				
		Under 15 minutes	15 to 35 minutes	36 minutes and over	Time not reported	
WORKERS COMMUTING BY AUTOMOBILE— DRIVER ONLY	Percent distribution by time					
	All mileage.....	100	32	54	11	3
	1 mile or less.....	100	83	11	-	6
	2 or 3 miles.....	100	60	36	1	3
	4 or 5 miles.....	100	32	62	3	3
	6 to 10 miles.....	100	7	87	4	2
	11 miles or more.....	100	-	57	40	3
	Percent distribution by distance to work					
	All mileage.....	100	100	100	100	¹ 100
	1 mile or less.....	14	35	3	-	-
	2 or 3 miles.....	24	45	16	2	-
	4 or 5 miles.....	14	14	17	4	-
	6 to 10 miles.....	25	6	40	10	-
11 miles or more.....	23	-	24	84	-	
WORKERS COMMUTING BY AUTOMOBILE WITH OTHERS	Percent distribution by time					
	All mileage.....	100	25	55	19	1
	1 mile or less.....	100	85	11	1	3
	2 or 3 miles.....	100	52	45	1	2
	4 or 5 miles.....	100	22	75	1	2
	6 to 10 miles.....	100	5	87	8	-
	11 miles or more.....	100	-	44	55	1
	Percent distribution by distance to work					
	All mileage.....	100	100	100	100	¹ 100
	1 mile or less.....	13	44	3	-	-
	2 or 3 miles.....	19	39	16	-	-
	4 or 5 miles.....	14	12	19	1	-
	6 to 10 miles.....	24	5	38	11	-
11 miles or more.....	30	-	24	88	-	
WORKERS COMMUTING BY PUBLIC TRANSPORTATION	Percent distribution by time					
	All mileage.....	100	4	44	49	3
	1 mile or less.....	100	23	69	6	2
	2 or 3 miles.....	100	8	77	15	-
	4 or 5 miles.....	100	2	51	46	1
	6 to 10 miles.....	100	1	30	65	4
	11 miles or more.....	100	1	10	82	7
	Percent distribution by distance to work					
	All mileage.....	100	¹ 100	100	100	¹ 100
	1 mile or less.....	7	-	11	1	-
	2 or 3 miles.....	25	-	44	8	-
	4 or 5 miles.....	18	-	21	17	-
	6 to 10 miles.....	26	-	18	34	-
11 miles or more.....	24	-	6	40	-	

NOTE: Commuters using modes of transport other than automobile and public transportation were too few in number to sustain a percent distribution and therefore they have been excluded from this table.

¹Too few to distribute.

TABLE 17. **Time Required to Get to Work and Occupation of Commuter: 1963**

(Percent distribution of work commuters)

Occupation of worker	All time periods	Time required to get to work			
		Under 15 minutes	15 to 35 minutes	36 minutes and over	Not applicable or not reported ¹
	Percent distribution by time				
All occupations.....	100	25	52	18	5
Professional and managerial.....	100	29	52	15	4
Clerical or sales.....	100	28	51	18	3
Craftsmen, operatives and laborers.....	100	22	53	20	5
Service and private workers.....	100	25	49	18	8
Others ²	100	16	41	27	16
	Percent distribution by occupation				
All occupations.....	100	100	100	100	100
Professional and managerial.....	24	28	24	20	19
Clerical or sales.....	22	25	22	22	16
Craftsmen, operatives and laborers.....	41	36	42	45	43
Service and private workers.....	12	11	11	12	20
Others ²	1	-	1	1	2

¹Includes those work commuters who walked, used taxis or other means of transportation and either resided more than 1 mile from public transportation or public transportation was not available.

²Includes occupations not reported.

TABLE 18. **Time Required to Get to Work and Family Income: 1963**

(Percent distribution of work commuters)

Family income	All time periods	Time required to get to work			
		Under 15 minutes	15 to 35 minutes	36 minutes and over	Not applicable or not reported ¹
	Percent distribution by time				
All incomes.....	100	25	52	18	5
Under \$2,000.....	100	20	50	19	11
\$2,000 to \$3,999.....	100	23	52	19	6
\$4,000 to \$5,999.....	100	24	53	19	4
\$6,000 to \$7,499.....	100	27	52	18	3
\$7,500 to \$9,999.....	100	27	52	18	3
\$10,000 to \$14,999.....	100	27	52	17	4
\$15,000 and over.....	100	30	52	15	3
Income not reported.....	100	27	47	20	6
	Percent distribution by family income				
All incomes.....	100	100	100	100	100
Under \$2,000.....	7	6	7	8	16
\$2,000 to \$3,999.....	14	13	15	15	18
\$4,000 to \$5,999.....	24	23	24	24	22
\$6,000 to \$7,499.....	16	17	16	16	12
\$7,500 to \$9,999.....	16	17	16	15	11
\$10,000 to \$14,999.....	12	12	12	11	10
\$15,000 and over.....	4	5	4	3	2
Income not reported.....	7	7	6	8	9

¹Includes those work commuters who walked, used taxis or other means of transportation and either resided more than 1 mile from public transportation or public transportation was not available.

TABLE 19. Method of Transportation and Occupation of Commuter: 1963

(Percent distribution of work commuters)

Occupation of worker	All trans- portation	Means of transportation			
		Automobile— driver only	Automobile with others	Public transportation	Other means
	Percent distribution by method of transportation				
All occupations.....	100	56	26	14	4
Professional and managerial.....	100	68	21	9	2
Clerical or sales.....	100	52	23	22	3
Craftsmen, operatives and laborers.....	100	55	31	10	4
Service and private workers.....	100	42	22	24	12
Others ¹	100	53	14	21	12
	Percent distribution by occupation				
All occupations.....	100	100	100	100	100
Professional and managerial.....	24	29	20	15	15
Clerical or sales.....	22	21	20	34	17
Craftsmen, operatives and laborers.....	41	40	50	30	33
Service and private workers.....	12	9	10	20	32
Others ¹	1	1	-	1	3

¹Includes occupations not reported.

TABLE 20. Method of Transportation and Family Income: 1963

(Percent distribution of work commuters)

Family income	All trans- portation	Means of transportation			
		Automobile— driver only	Automobile with others	Public transportation	Other means
	Percent distribution by method of transportation				
All incomes.....	100	56	26	14	4
Under \$2,000.....	100	36	36	18	10
\$2,000 to \$3,999.....	100	47	29	18	6
\$4,000 to \$5,999.....	100	59	23	15	3
\$6,000 to \$7,499.....	100	57	27	12	4
\$7,500 to \$9,999.....	100	63	22	12	3
\$10,000 to \$14,999.....	100	60	24	13	3
\$15,000 and over.....	100	67	25	6	2
Income not reported.....	100	53	26	15	6
	Percent distribution by family income				
All incomes.....	100	100	100	100	100
Under \$2,000.....	7	5	10	9	17
\$2,000 to \$3,999.....	14	12	16	18	20
\$4,000 to \$5,999.....	24	25	21	25	19
\$6,000 to \$7,499.....	16	16	17	14	13
\$7,500 to \$9,999.....	16	18	14	14	10
\$10,000 to \$14,999.....	12	13	11	11	9
\$15,000 and over.....	4	5	4	2	2
Income not reported.....	7	6	7	7	10

TABLE 21. Distance to Nearest Public Transportation and Method of Transportation Used: 1963

(Percent distribution of work commuters)

Method of transportation	All distances	Distance to public transportation				
		Less than 1/4 mile	1/4 to 1/2 mile	Over 1/2 to 1 mile	Over 1 mile	Public transportation not available ¹
Percent distribution by distance to public transportation						
All transportation.....	100	35	13	4	5	43
Automobile—driver only.....	100	29	12	4	5	50
Automobile with others.....	100	29	11	4	6	50
Public transportation.....	100	69	22	5	3	1
Other.....	100	31	12	4	1	52
Percent distribution by method of transportation						
All transportation.....	100	100	100	100	100	100
Automobile—driver only.....	56	47	51	56	61	64
Automobile with others.....	26	21	21	24	31	30
Public transportation.....	14	28	24	16	8	1
Other.....	4	4	4	4	-	5

¹Includes distances not reported.

TABLE 22. Distance to Nearest Public Transportation and Family Income: 1963

(Percent distribution of work commuters)

Family income	All mileage	Distance to public transportation					Public transportation not available ¹
		Less than 1/4 mile	1/4 to 1/2 mile	Over 1/2 to 1 mile	Over 1 mile		
	Percent distribution by distance to public transportation						
All incomes.....	100	35	13	4	5	43	
Under \$2,000.....	100	30	9	2	3	56	
\$2,000 to \$3,999.....	100	35	11	2	3	49	
\$4,000 to \$5,999.....	100	39	12	4	4	41	
\$6,000 to \$7,499.....	100	34	14	5	3	44	
\$7,500 to \$9,999.....	100	35	15	4	6	40	
\$10,000 to \$14,999.....	100	32	16	5	9	38	
\$15,000 and over.....	100	31	17	6	5	41	
Income not reported.....	100	36	11	4	5	44	
	Percent distribution by family income						
All incomes.....	100	100	100	100	100	100	
Under \$2,000.....	7	6	5	3	4	9	
\$2,000 to \$3,999.....	14	15	12	9	11	16	
\$4,000 to \$5,999.....	24	26	22	25	20	23	
\$6,000 to \$7,499.....	16	15	17	19	11	16	
\$7,500 to \$9,999.....	16	16	19	16	20	15	
\$10,000 to \$14,999.....	12	11	14	14	23	10	
\$15,000 and over.....	4	4	5	6	4	4	
Income not reported.....	7	7	6	8	7	7	

¹Includes distances not reported.

TABLE 23. Distance to Nearest Public Transportation, Household Type, and Number of Automobiles Owned: 1963

(Percent distribution of work commuters)

Household type and number of automobiles	All distances	Distance to public transportation				
		Less than 1/4 mile	1/4 to 1/2 mile	Over 1/2 to 1 mile	Over 1 mile	Public transportation not available ¹
	Percent distribution by distance to public transportation					
ALL HOUSEHOLDS						
Total.....	100	35	13	4	5	43
Households with—						
No automobile.....	100	59	15	3	1	22
1 automobile.....	100	34	14	4	4	44
2 automobiles or more.....	100	26	11	5	7	51
1-PERSON HOUSEHOLDS						
Total.....	100	50	14	2	2	32
Households with—						
No automobile.....	100	65	17	1	1	16
1 automobile or more.....	100	40	12	4	2	42
2-PERSON HOUSEHOLDS						
Total.....	100	40	12	4	5	39
Households with—						
No automobile.....	100	65	16	2	1	16
1 automobile.....	100	39	12	3	5	41
2 automobiles or more.....	100	28	11	6	7	48
3-OR-MORE PERSON HOUSEHOLDS						
Total.....	100	28	11	6	7	48
Households with—						
No automobile.....	100	55	13	3	2	27
1 automobile.....	100	32	15	4	4	45
2 automobiles or more.....	100	26	11	5	6	52
	Percent distribution by household type and number of automobiles					
ALL HOUSEHOLDS						
Total.....	100	100	100	100	100	100
Households with—						
No automobile.....	13	22	15	8	3	7
1 automobile.....	54	53	56	50	51	54
2 automobiles or more.....	33	25	29	42	46	39
1-PERSON HOUSEHOLDS						
Total.....	5	8	6	4	2	4
Households with—						
No automobile.....	2	4	3	1	-	1
1 automobile or more.....	3	4	3	3	2	3
2-PERSON HOUSEHOLDS						
Total.....	24	27	22	23	23	21
Households with—						
No automobile.....	4	7	5	2	-	1
1 automobile.....	14	15	12	12	14	13
2 automobiles or more.....	6	5	5	9	9	7
3-OR-MORE PERSON HOUSEHOLDS						
Total.....	71	65	72	73	75	75
Households with—						
No automobile.....	7	11	7	5	3	5
1 automobile.....	37	34	42	36	36	38
2 automobiles or more.....	27	20	23	32	36	32

¹Also includes distances not reported.

TABLE 24. **Time Required to Get to Work Using Public Transportation, Household Type, and Number of Automobiles Owned: 1963**

(Percent distribution of work commuters)

Household type and number of automobiles	All time periods	Time required to get to work by public transportation		
		Under 15 minutes	15 to 35 minutes	36 minutes and over
	Percent distribution by time			
ALL HOUSEHOLDS				
Total.....	100	5	42	53
Households owning—				
No automobile.....	100	7	49	44
1 automobile.....	100	4	42	54
2 automobiles or more.....	100	4	37	59
1-PERSON HOUSEHOLDS				
Total.....	100	5	55	40
Households owning—				
No automobile.....	100	8	57	35
1 automobile or more.....	100	2	53	45
2-PERSON HOUSEHOLDS				
Total.....	100	5	43	52
Households owning—				
No automobile.....	100	8	49	43
1 automobile.....	100	3	42	55
2 automobiles or more.....	100	7	41	52
3-OR-MORE PERSON HOUSEHOLDS				
Total.....	100	4	40	56
Households owning—				
No automobile.....	100	6	46	48
1 automobile.....	100	5	41	54
2 automobiles or more.....	100	4	36	60
	Percent distribution by household type and number of automobiles			
ALL HOUSEHOLDS				
Total.....	100	100	100	100
Households owning—				
No automobile.....	13	28	22	16
1 automobile.....	54	48	54	54
2 automobiles or more.....	33	24	24	30
1-PERSON HOUSEHOLDS				
Total.....	5	8	8	5
Households owning—				
No automobile.....	2	6	4	2
1 automobile or more.....	3	2	4	3
2-PERSON HOUSEHOLDS				
Total.....	24	27	27	25
Households owning—				
No automobile.....	4	10	7	5
1 automobile.....	14	10	15	15
2 automobiles or more.....	6	7	5	5
3-OR-MORE PERSON HOUSEHOLDS				
Total.....	71	65	65	70
Households owning—				
No automobile.....	7	12	11	9
1 automobile.....	37	36	35	37
2 automobiles or more.....	27	17	19	24

NOTE: Includes only work-commuters with public transportation available. Workers who commonly used automobiles were asked the time that would be required by public transportation. Not reported items were distributed proportionate to reported items.

TABLE 25. Time Required to Get to Work Using Public Transportation and Method of Transportation: 1963

(Percent distribution of work commuters)

Method of transportation	All time periods	Time required to get to work by public transportation		
		Under 15 minutes	15 to 35 minutes	36 minutes and over
		Percent distribution by time		
All transportation.....	100	5	42	53
Automobile—driver only.....	100	4	39	57
Automobile with others.....	100	3	41	56
Public transportation.....	100	4	45	51
Other.....	100	23	61	16
		Percent distribution by method of transportation		
All transportation.....	100	100	100	100
Automobile—driver only.....	56	41	45	51
Automobile with others.....	26	16	21	22
Public transportation.....	14	25	29	26
Other.....	4	18	5	1

NOTE: Includes only work commuters who have public transportation available. Workers who commonly used automobiles were asked the time that would be required by public transportation. Not reported items were distributed proportionate to reported items.

TABLE 26. One-Way Fare on Public Transportation and Method of Transportation: 1963

(Percent distribution of work commuters)

Method of transportation	All fares	One-way fare on public transportation			
		20 cents or less	21 to 25 cents	26 to 30 cents	31 cents or more
All transportation.....	Percent distribution by fare				
	100	27	28	19	26
	100	21	31	16	32
	100	23	27	18	32
	100	36	23	25	16
	100	54	29	9	8
	Percent distribution by method of transportation				
All transportation.....	100	100	100	100	100
Automobile—driver only.....	56	39	53	42	58
Automobile with others.....	26	18	21	21	26
Public transportation.....	14	36	23	36	15
Other.....	4	7	3	1	1

NOTE: Includes only work commuters who have public transportation available.

TABLE 27. **One-Way Fare on Public Transportation, Household Type, and Number of Automobiles Owned: 1963**

(Percent distribution of work commuters)

Household type and number of automobiles	All fares	One-way fare on public transportation			
		20 cents or less	21 to 25 cents	26 to 30 cents	31 cents or more
Percent distribution by fare					
ALL HOUSEHOLDS					
Total.....	100	27	28	19	26
Households owning—					
No automobile.....	100	43	22	21	14
1 automobile.....	100	23	28	20	29
2 automobiles or more.....	100	21	30	16	33
1-PERSON HOUSEHOLDS					
Total.....	100	33	28	18	21
Households owning—					
No automobile.....	100	41	31	17	11
1 automobile or more.....	100	24	26	18	32
2-PERSON HOUSEHOLDS					
Total.....	100	31	28	17	24
Households owning—					
No automobile.....	100	46	18	21	15
1 automobile.....	100	26	29	18	27
2 automobiles or more.....	100	26	37	11	26
3-OR-MORE PERSON HOUSEHOLDS					
Total.....	100	25	27	20	28
Households owning—					
No automobile.....	100	43	21	22	14
1 automobile.....	100	22	28	21	29
2 automobiles or more.....	100	21	28	17	34
Percent distribution by household type and number of automobiles					
ALL HOUSEHOLDS					
Total.....	100	100	100	100	100
Households owning—					
No automobile.....	13	31	16	21	9
1 automobile.....	54	47	55	57	58
2 automobiles or more.....	33	22	29	22	33
1-PERSON HOUSEHOLDS					
Total.....	5	8	7	6	5
Households owning—					
No automobile.....	2	5	4	3	1
1 automobile or more.....	3	3	3	3	4
2-PERSON HOUSEHOLDS					
Total.....	24	29	26	23	23
Households owning—					
No automobile.....	4	10	4	6	3
1 automobile.....	14	14	15	14	15
2 automobiles or more.....	6	5	7	3	5
3-OR-MORE PERSON HOUSEHOLDS					
Total.....	71	63	67	71	72
Households owning—					
No automobile.....	7	16	8	12	5
1 automobile.....	37	30	37	40	39
2 automobiles or more.....	27	17	22	19	23

NOTE: Includes only work commuters who have public transportation available.

TABLE 28. **One-Way Fare on Public Transportation and Parking Expense: 1963**

(Percent distribution of automobile work commuters)

Parking expense	All fares	One-way fare by public transportation			
		20 cents or less	21 to 25 cents	26 to 30 cents	31 cents or more
	Percent distribution by fare				
Automobile—driver only, total...	100	22	30	16	32
No charge for parking.....	100	21	31	16	32
Charge for parking.....	100	24	28	13	35
Not reported.....	100	17	38	25	20
Automobile with others, total...	100	23	27	18	32
No charge for parking.....	100	23	26	17	34
Charge for parking.....	100	22	26	20	32
Not reported.....	100	20	34	25	21
	Percent distribution by parking expense				
Automobile—driver only, total...	100	100	100	100	100
No charge for parking.....	86	85	86	86	86
Charge for parking.....	11	13	11	10	12
Not reported.....	3	2	3	4	2
Automobile with others, total...	100	100	100	100	100
No charge for parking.....	76	78	73	70	81
Charge for parking.....	11	11	11	12	11
Not reported.....	13	11	16	18	8

NOTE: Includes only automobile work commuters who have public transportation available.

TABLE 29. **Time Required to Get to Work by Public Transportation and by Automobile: 1963**

(Percent distribution of automobile work commuters)

Time required by automobile	All time periods	Time required by public transportation		
		Under 15 minutes	15 to 35 minutes	36 minutes or over
	Percent distribution by time required by public transportation			
All time periods.....	100	4	40	56
Under 15 minutes.....	100	13	68	19
15 to 35 minutes.....	100	-	34	66
36 minutes or over.....	100	-	1	99
	Percent distribution by time required by automobile			
All time periods.....	100	100	100	100
Under 15 minutes.....	29	93	49	10
15 to 35 minutes.....	60	6	51	71
36 minutes or over.....	11	1	-	19

NOTE: Includes only those workers commuting by automobile who have public transportation available. Not reported items were distributed proportionate to reported items.

Appendix A

DEFINITIONS OF MAJOR TERMS

I. NATIONAL TRAVEL SURVEY

Household—A household includes all of the persons who occupy a house, an apartment or other group of rooms, or a room which constitutes a housing unit. A group of rooms or a single room is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when actual or intended occupants do not live and eat with any other persons in the structure, and when there is either (a) direct access from the outside or through a common hall, or (b) a kitchen or cooking equipment for the exclusive use of the occupants.

Trip—A trip is travel by one or more members of a household to and from (i.e., round trip) (a) an out-of-town place for overnight or longer, or (b) a place at least 100 miles away. (In the Evaluational Surveys, a 50-mile criterion was used.) The following three general types of travel were not classified as trips even though the duration (overnight or longer) or the distance (100 miles or more) requirement was met:

- (1) Travel by pilots, engineers, bus drivers, chauffeurs, or other crew members while engaged in the operation of the transport.

- (2) Travel by members of the Armed Forces resulting directly from a military order (e.g., transfer from one military establishment to another). However, personal travel by members of the Armed Forces, such as visits to relatives and sightseeing, were included in the enumeration of trips, provided that one of the two basic criteria—duration or distance was met.

- (3) Commuting trips or travel to and from a work place which was completed in the course of one day (24-hour period) were not enumerated even though the work place may have been 100 miles or more from home. Overnight trips, however, were not considered commuting and were included in the enumeration even if the purpose was to get to a work place.

Traveler (person-trip)—A traveler is a person taking a trip. A single trip involving 5 persons from the same household would be counted as 1 trip and 5 travelers. A traveler is counted for each separate trip that he makes. Thus, if the same group of 5 people took 3 trips, the tally would be 3 trips and 15 travelers. The term "person-trips" which is synonymous to "traveler" is used in chapter 2.

Traveler-nights (person-trip-nights)—A traveler-night is counted for each night each traveler remains away from home. Thus, in a trip taken by 5 travelers covering 4 nights, the tally would be 1 trip, 5 travelers, and 20 traveler-nights. The term, "person-trip-nights," which is synonymous to traveler-nights, is used in chapter 2.

Person-trip-miles—The total estimated distance traveled by each person on all trips taken to U.S. destinations is counted as person-trip-miles. Computed straight-line distances were expanded to approximate probable driving or route distances. Air was assumed to have followed the straight-line distance and round trip was calculated at two times the one-way distance. The direct route by bus and rail tends to be about 25 percent longer than straight-line and, therefore, the one-way distance was expanded by 2.5 to be equivalent to the round-trip distance.

It was assumed that a substantial part of the automobile trips were somewhat more roundabout than the most direct highway route and consequently a factor of 3.0 was used.

Purpose of trip—Each trip is classified according to a single major purpose without regard to secondary reasons for the trip. Travelers and traveler-nights are all recorded under the one major purpose for the trip. For example, a wife who accompanied her husband on a business trip would be classified as a business traveler even though she may have taken the trip to shop, to visit friends, or for some other reason. Trips were classed into 10 major purposes, as follows:

- (1) Business,
- (2) Conventions of all types,
- (3) Visits to friends and relatives,
- (4) Outdoor recreation such as hunting and fishing,
- (5) Entertainment such as attending the theater and spectator sports,
- (6) Sightseeing,
- (7) Other pleasure,
- (8) Personal or family affairs,

- (9) Trips to out-of-town colleges or other schools, and
- (10) One-way trips involving permanent change of residence.

Words commonly used to describe the purpose of a trip tend to be ambiguous. For example, some persons may report a specific trip as out-door recreation while others may view the same trip as sightseeing. To maintain as much uniformity as feasible in the classification of purpose, the Bureau's interviewers were instructed to record first the main reason for the trip in detail and verbatim. Later during the interview, the verbatim response was classified into one of the categories. The above categories were combined into—

- (a) Business (categories 1 and 2);
- (b) Visits to friends and relatives (category 3);
- (c) Other pleasure trips (categories 4, 5, 6, and 7); and
- (d) Personal and family affairs (categories 8, 9, and 10).

For some of the tables, the categories were further combined into two groups, "business" and "other." The "other" category comprises those trips falling into b, c, and d, above.

Means of transportation—Each trip is classified according to the primary mode of transportation used to make the trip (exclusive of local movements such as buses, taxis, and limousines to and from transportation terminals). The means of transportation were tabulated into seven categories, as follows:

- (1) Automobiles,
- (2) Buses,
- (3) Railroads,
- (4) Commercial airlines,
- (5) Private airplanes,
- (6) Ships or boats, and
- (7) Other (residual category which also includes the combination of two or more means of transportation).

The above categories were combined into—

- (a) Automobiles (category 1),
- (b) Buses (category 2),
- (c) Air carriers (category 4),
- (d) Railroads (category 3), and
- (e) Other (categories 5, 6, and 7).

Duration of trip—The duration of a trip is defined as the number of nights the traveler(s) stayed away from home. A round trip completed in 1 day is defined as having "zero" night's duration. Duration, in terms of traveler-days, can be obtained by adding "1" to the number of traveler-nights. For example, 0 nights is equivalent to a 1-day trip, 4 nights is equivalent to 5 days, etc. The only exception to this conversion is a trip involving a permanent

change of residence. This type of trip is not defined in terms of a round trip; rather, the duration is calculated in terms of the number of nights it took the household to arrive at the current residence from the previous residence.

The duration of the trip is one of the factors used to determine whether the travel reported for a household is to be treated as one or more trips. For example, if three members of a household went together to visit relatives and the husband stayed only over the weekend (returning home Sunday evening), but his wife and son returned home a week later, the travel is counted as two trips—one involving the husband and the other involving his wife and son. The first trip had a duration of 2 nights, while the second had a duration of 9 nights. Because of this interpretation of number of trips, the duration of a trip is identical for all persons listed as being on the specified trip. The data for duration were classified into six groups, as follows:

- (1) 1-day trips (less than overnight),
- (2) 1 night,
- (3) 2 nights,
- (4) 3 to 5 nights,
- (5) 6 to 9 nights, and
- (6) 10 nights or more.

Origin of trip—The origin of a trip is defined as that place where the sample household unit was located (classified by city, county, and State). The only exception is a trip made to bring about a permanent change of residence. In such trips the origin is the previous place of residence.

Major destination of trip—The major destination of the trip is the place that the respondent designated as the primary place visited (classified by city, county, and State). If the trip was taken to a single place, the major destination was clearly that city or town. In marginal cases, where the respondent was unable to designate any one place as the major destination, or where the trip was taken to more than one place, the major destination was classified as the most distant city or town visited. If the destination was outside a city or town (e.g., a ranch or unnamed area), the major destination was classified as the nearest city or town to the place visited. If the trip involved a permanent change of address, the city and State of the current address was classified as the major destination.

Distance—Distance is defined as the straight-line miles between the origin and the major destination of the trip. The straight-line miles are calculated and are significant as a radius, but do not measure the actual miles traveled. Trips taken on the most direct route by surface transportation on main roads between two points generally exceed the straight-line distance by roughly 25 percent. The airline routes

tend to be only slightly longer than the straight-line distances. However, the main difference between the straight-line and actual miles traveled probably arises from side trips and indirect or circular routings.

Trips originating and ending in the United States (50 States) were classified into five mileage groups. All trips to destinations outside the United States (including outlying areas of the United States) were grouped into a category without a mileage breakdown. Thus, distances were classified into the following six distance groups:

U.S. trips—

- (1) Under 50 miles,
- (2) 50 to 99 miles,
- (3) 100 to 199 miles,
- (4) 200 to 499 miles,
- (5) 500 miles or more, and
- (6) Outside the United States including Canada, Mexico, and U.S. outlying areas.

Inter- and intra-regional movements—The "origin to destination" movement involved in a trip is classified in terms of whether this movement was within or extended outside a geographic region.

All trips in the United States are tabulated by region of origin and of destination. Destination is also tabulated for foreign travel; i.e., outside the four U.S. regions. The four geographic regions and the census divisions and States contained in each region are as follows:

(1) Northeast Region—

New England and Middle Atlantic Divisions consisting of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, New York, Connecticut, New Jersey and Pennsylvania.

(2) North Central Region—

East North Central and West North Central Divisions consisting of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, and Kansas.

(3) South Region—

South Atlantic, East South Central, and West South Central Divisions consisting of Delaware, Maryland, District of Columbia, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Oklahoma, and Texas.

(4) West Region—

Mountain and Pacific Divisions consisting of Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, Oregon, Washington, California, Alaska, and Hawaii.

Regional data were cross-classified to obtain relationships between the regions of origin and those of destination. Trips and travelers are shown in the report under the following 20 categories:

Northeast origin to—

- (1) Northeast, (2) North Central, (3) South, (4) West, and (5) Outside United States.

North Central origin to—

- (6) North Central, (7) Northeast, (8) South, (9) West, and (10) Outside United States.

South origin to—

- (11) South, (12) Northeast, (13) North Central, (14) West, and (15) Outside United States.

West origin to—

- (16) West, (17) Northeast, (18) North Central, (19) South, and (20) Outside United States.

Size of party—The size of the party is the number of persons from the interviewed household who went on the trip. Other persons such as relatives, friends, or riders who are not members of the interviewed household, are not included in the "party." The size of the party is classified into four categories, as follows:

- (1) 1 person,
- (2) 2 persons,
- (3) 3 or 4 persons, and
- (4) 5 persons or more.

Overnight lodgings—Overnight lodgings are the accommodations travelers used on the trip. On the questionnaire, accommodations were classified into the following six categories:

(1) Commercial lodgings, which includes commercial establishments that rented or leased lodgings to the traveler. The following types of lodging were classified as commercial: Hotels, motels, tourist homes, cabins, travel lodges, motor inns, YMCA, rented beach cabins, etc. Excluded from this category are commercial lodgings located on the site of a government-owned public recreational area.

(2) Friends' or relatives' homes, which includes only noncommercial lodgings at the homes of friends and relatives.

(3) Own cabin, which includes own cottage, cabin, camp, or trailer at a location not in a State, Federal, or municipal recreational area. The lodgings must be the property of a household member. Rented or gratuitous possession of the lodging would be classified in (1) or (2) above.

(4) Public recreational locations, which includes lodges, cabins, cottages, trailer

parks, camp grounds, commercial concessions (hotels, motels, etc., leased to private concerns), or any other facility located within a Federal, State, or municipal public recreational area.

(5) Enroute, which means the traveler stayed overnight on a train, automobile, bus, airplane, boat, or any other transport while in transit.

(6) Other, which is the residual category used to classify lodgings that did not fall in categories 1 through 5 above; e.g., dormitories, bus stations, hospitals, etc.

The above categories were further combined into the following:

- (a) Commercial lodgings (category 1),
- (b) Friends' and relatives' homes (category 2),
- (c) Own cabin (category 3), and
- (d) Other (categories 4, 5, and 6).

Family income—Family income is the gross annual income of all members of the household related to each other by blood, marriage, or adoption. This income includes salary, interest, gratuities, gifts, or the like received before taxation or other deductions. Family income has been grouped into eight categories:

- (1) Under \$2,000,
- (2) \$2,000 to \$3,999,
- (3) \$4,000 to \$5,999,
- (4) \$6,000 to \$7,499,
- (5) \$7,500 to \$9,999,
- (6) \$10,000 to \$14,999,
- (7) \$15,000 or more, and
- (8) Income not reported.

Occupation or employment status in labor force—Each household was coded to show the occupation and employment status of the "head" of the household or the "principal person" if the household lacked a head. The classification was based on information obtained at the first interview (April 1963). This question was not asked in subsequent interviews with the same household. However, for households that changed during the year or were not interviewed in April, the occupation and employment status were based on the first interview with that household.

If the head or principal person was employed (i.e., had a job or was self-employed), his occupation and industry were recorded. If the head or principal person was not employed, his status, such as retired or looking for work, was recorded. Occupations were classified into 12 categories, as follows:

- (1) Professional and technical workers,
- (2) Farmers and farm managers,
- (3) Managers, except farm,
- (4) Clerical and kindred workers,
- (5) Sales workers,

- (6) Craftsmen,
- (7) Operatives,
- (8) Private household workers,
- (9) Service workers,
- (10) Farm laborers,
- (11) Other laborers, and
- (12) Employed, but no answer on occupation.

The employment status of a household head *without* a job or business was classified in one of seven categories:

- (1) Armed Forces Members—employed, but not a member of the "civilian labor force,"
- (2) Looking for work—unemployed,
- (3) Keeping house,
- (4) Retired,
- (5) Enrolled in school,
- (6) Unable to work, or
- (7) Other.

Occupation and employment-status categories above are recombined into—

- (a) Professional and managerial workers (occupation categories 1, 2, and 3),
- (b) Clerical and sales workers (occupation categories 4 and 5),
- (c) Craftsmen, operatives, and laborers (occupation categories 6, 7, 10, and 11),
- (d) Service and private workers (occupation categories 8 and 9),
- (e) Other (employment status categories 1, 2, 3, 5, 6, and 7, and occupation category 12), and
- (f) Retired (employment status category 4).

Age—The age of the person, in completed years, at the first interview (April 1963) is used in the tabulations. If a turnover in households occurred between interviews, the age of household members was recorded during the first visit with the new household. The age classification contains eight groups:

- (1) Under 6 years of age,
- (2) 6 to 17 years,
- (3) 18 to 24 years,
- (4) 25 to 34 years,
- (5) 35 to 44 years,
- (6) 45 to 54 years,
- (7) 55 to 64 years, and
- (8) 65 years or older.

Sex and color—The population was cross-classified by sex and color. Color is classified into two groups—recorded in "white" and "nonwhite" categories.

Educational attainment—Classified by highest grade attended, in four categories

- (1) None,
- (2) Grammar school.

- (3) High school,
- (4) College or more.

II. HOME-TO-WORK TRAVEL SURVEY

Worker—A civilian member of the household, 14 years of age or older, who was employed at the time the interview was conducted with the household during the first or second week of October 1963. The term "employed" means working on a job or at a business, or being temporarily absent from a job or business because of illness, vacation, and the like.

Work commuters—Employed members of the household who worked a distance of one-quarter of a mile or more from home at a fixed place of work; i.e., a building, office, or shop at which the worker reported at the beginning of each work day.

Worker commuting by automobile—A work commuter whose major mode of transportation was an automobile, either driven alone or shared with others. This item also includes workers who used trucks as the major mode of transportation.

Occupation—Occupation was classified into five groups:

- (1) Professional and managerial,
- (2) Clerical and sales,
- (3) Craftsmen, operatives, and laborers,
- (4) Service and private workers,
- (5) Others and not reported.

Information on occupation was obtained for household members 14 years of age or older who were found to be employed at the time the survey was conducted.

Location of residence—Location was classified as in a standard metropolitan statistical area or outside a standard metropolitan statistical area (SMSA). If the residence was located in an SMSA, the location was classified as in the central city or outside the central city. For residences not in an SMSA, classification was between nonfarm and farm. SMSA's are defined by the Bureau of the Budget.¹ An SMSA is a county or group of contiguous counties (except in New England) which contains at least one central city of 50,000 or more inhabitants or "twin cities" with a combined population of at least 50,000. In addition to the county or counties containing such a city or cities, contiguous counties are included in an SMSA if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city. In

¹ Executive Office of the President, Bureau of the Budget, *Standard Metropolitan Statistical Areas*, 1964.

New England, towns and cities rather than counties are the units used in defining an SMSA.

Distance from home to work—Distance was recorded in quarter miles up to the first mile, and full miles thereafter. If the worker "worked at home" or within "one-quarter mile from home," questions pertaining to home-to-work commuting were not asked. These questions were also not asked about workers whose place of work was not fixed. A "no fixed place of work" category included situations where the worker did not report to a central office, a shop, or a building at the beginning of the workday. Distances for home-to-work travel were classified in the following seven categories:

- (1) One-quarter to 1 mile from home,
- (2) 2 miles from home,
- (3) 3 miles from home,
- (4) 4 miles from home,
- (5) 5 miles from home,
- (6) 6 to 10 miles from home, and
- (7) 11 miles or more from home.

Principal method of transportation—That means of transportation used to cover the greatest distance from home to work or the means used most frequently if different means were used on different days. Principal transportation was classified into one of five categories:

- (1) Automobile with others—Automobile transportation from home to work shared with one or more persons.
- (2) Automobile, driver only—Automobile transportation to work, driving without passengers.
- (3) Public transportation—Transportation by bus, streetcar, rapid transit, and railroad. Rapid transit specifically means subways or elevated trains or service conveyances which operate on their own structure and have their own right-of-way. Railroad consists of commuter trains operated by railroads usually from other cities or suburban areas on the periphery of a city.
- (4) Walking—No transportation; the entire distance from home to work is covered by foot.
- (5) Other—This category included transportation not classified in the above categories, such as taxi, bicycle, motorcycle, boat, plane, horseback, and the like.

Portal to portal—The term refers to the door of the worker's residence and the door of the work place. Thus, the number of minutes it generally takes the worker to get to work was reported from the time he stepped out of his

house until the time he arrived at the door of his work place. This measure, therefore, included the time it took to walk to the public transportation stop or to the place where he was picked up by the car pool, the time spent in transit to work, and the time spent getting from the place of disembarkation to the door of the work place.

For workers commuting by automobile, time required to get to work was asked in two contexts. The first inquiry was about the time it took to get from home to the place of work by automobile, and the second inquiry was the time required to get to work by public transportation. For workers commuting by means other than automobile, a simple inquiry was made about the time required to get to work by public transportation.

The unit of measurement is the total number of minutes spent by the worker getting to the place he did his work; i.e., portal to portal. Time required to get to work is classified into three groups:

- (1) Under 15 minutes,
- (2) 15 to 35 minutes, and
- (3) 36 minutes or more.

Distance from home to the nearest public transportation line—Distance was classified under the following groups:

- (1) Less than one-quarter of a mile,
- (2) One-quarter to one-half mile,
- (3) Over one-half to one mile,
- (4) Over one mile, and
- (5) No public transportation available.

This information was obtained for all workers who had a fixed place of work, who did not work at home, or who worked more than one-quarter mile from home. Public transportation lines to which the question referred were those which the worker used or would use to go to work.

Public transportation was deemed not available if, in the judgment of the respondent, the worker was unable to get from home to work by public transportation. This included situations where there was a complete lack of public transportation as well as situations where public transportation was available but could not be used by the worker. For example, although public transportation may be available, a specific worker may not be able to use it because of a physical disability. In general, there are three types of situations where public transportation was completely lacking.

These are (1) lack of public transportation at the place of residence, (2) lack of public transportation at the place of work, and (3) the existing public transportation lines did not connect the home to the work place. The worker might have resided near several lines of public transportation, but if none of those went directly to the work place nor connected to a line that did, public transportation was considered not available.

In cross-classifying factors other than distance, the definition of nonavailability of public transportation was broadened to include those workers residing more than 1 mile from public transportation lines. Undoubtedly, some workers living more than 1 mile from public transportation lines used it as the principal means of transportation to get to work. This may have been particularly true for suburban dwellers who drove an automobile or were chauffeured to a commuter train or peripheral bus line.

One-way fare on public transportation to work—

The actual cost of a one-way fare from home to work on the public transportation line the worker used (or would use) was recorded in dollars and cents. In the event the worker used tokens, commuter tickets, etc., in lieu of a cash fare, the cost of tokens or tickets was reported. Fare of public transportation was classified into the following seven categories:

- (1) 15 cents or less,
- (2) 16 to 20 cents,
- (3) 21 to 25 cents,
- (4) 26 to 30 cents,
- (5) 31 to 40 cents,
- (6) 41 to 50 cents, and
- (7) More than 50 cents.

Parking facilities available—A distinction was made as to whether parking was charged for or free of charge. "Charge" parking includes paying a fee to park in an off-the-street lot or garage. "Free of charge" parking was defined as either parking on the street (including meter parking) or parking in a lot or garage provided free of charge by the employer or otherwise available free of charge to the automobile commuter. This information was obtained only for work commuters who used automobiles from home to work.

Automobile ownership—Passenger cars and station wagons actually owned by household members. Rented automobiles, or company cars are excluded, as are other types of vehicles such as trucks, motorcycles, and the like.

Appendix B

METHODOLOGICAL NOTE

GENERAL

The Transportation Division of the Bureau of the Census has conducted two National Travel Surveys—one in 1957,¹ and the other in connection with the 1963 Census of Transportation. Another travel survey is scheduled for 1967. The major purpose of these surveys is to estimate the total volume of travel in the United States and to determine the distribution of travel by such characteristics as means of transport, distance, reason for trips, income level, and other socio-economic factors. Another important objective of the surveys is to establish a continuing program for testing and developing reliable and efficient methods of collecting travel data.

The purpose of this appendix is to review the methods used in the 1957 and 1963 surveys with a view toward analyzing the extent to which experience with the 1957 survey contributed to the design of the 1963 survey. The findings also indicate some unresolved problems which will influence design of future surveys. In making this evaluation, most attention will be focused on respondent errors as a source of bias.

TRAVEL DEFINED

For the purpose of the 1957 and 1963 National Travel Surveys, an incident of travel occurs when one or more persons in the household goes out of town for at least one night or goes to a place 100 miles or more from home on a one-day trip. Travel incidents can be measured in various ways. The unit of measurement used in this chapter is the "traveler."

Travelers are the sum of all persons on all trips. **Trips** are the sum of all travel incidents as defined above, irrespective of the number of persons in the travel party.

SAMPLING VARIABILITY

Although, in this appendix, the differences in total estimates between the various surveys (or

panels within a survey) are explained largely in terms of respondent error, part of these differences may be attributable to variation because of the use of probability samples. This variation, called "sampling variability," is the expected difference between the results of a sample survey and those that would have been obtained had a complete enumeration been taken. Estimates of sampling variability for the travel surveys have been computed only for annual aggregates.² Sampling variability has not been computed for each of the various components of the program. Therefore, the conclusions reached in this appendix with regard to respondent errors must necessarily be tentative.

MAJOR QUALITY FACTORS

The evaluation of methods presented in this appendix concentrates primarily on the extent to which quality of response with regard to travel data is influenced by the following factors:

(1) *Identifying a recall period:* An important factor is to identify and place incidents of travel within a given recall period in a manner that is meaningful to the respondent. The end of the recall period is easily identifiable as the interview day. The problem becomes that of defining the start of a recall period with a reference point to which the respondent can relate and use as a point of departure in recounting travel activity for the given recall period. In the 1957 survey, the technique of identifying the beginning of a recall period in meaningful terms was inadequate and probably was a major source of serious bias (discussed below). In 1963, an attempt was made to identify the start of a recall period by using a meaningful event as a point of reference.

(2) *Length of a recall period:* The amount of time that has passed between the actual occurrence of a trip and the reporting of it is a significant factor. The length of recall periods in 1957 was 6 weeks. In 1963, the basic travel survey had a recall period of 3 months (quarter). The evaluation program conducted with the basic travel survey in 1963 experimented with 1-month, 3-month, and 6-month recall periods.

¹ U.S. Bureau of the Census, *Travel Survey 1957*, Washington, D.C., 1958.

² Sampling variability for 1963 is shown and explained in the introductory chapter of this volume.

(3) *Type of interview panel:* Obtaining information of travel volume for a calendar year requires periodic interviews within that year. These interviews can be conducted with either cross-sectional samples or a longitudinal (fixed) panel. The cross-sectional approach involves a one-time interview with several independent samples during the year and a summation of the results of data from the samples. The longitudinal approach involves repeated interviews with the same sample of households during various periods of the calendar year. The cross-sectional approach was employed in the 1957 survey. In the 1963 survey, a longitudinal approach was used.

(4) *Respondents:* In a household survey—unless the respondent is designated in advance—there is a tendency to interview the housewife, because she is the most likely “responsible” person to be at home when the interviewer calls. One of the evaluational surveys conducted with the basic travel survey in 1963 experimented with interviewing both the head and wife of the household.

(5) *Questioning method:* The method of questioning the respondent to get a reliable recall of travel incidents was a variable tested in the 1963 evaluational program. As opposed to asking the respondent two general time-bounded screening questions about (1) overnight trips and (2) one-day trips 100 miles or more from home (the approach used in the basic 1963 survey), the evaluational program emphasized a more intensive questioning approach—that of asking respondents specific questions about trips taken for various purposes by each member of the household.

THE 1957 NATIONAL TRAVEL SURVEY

The Survey Design—The 1957 Travel Survey was based on cross-sectional observations on 12 nationwide probability samples of about 2,000 households each, an aggregate of about 24,000 households during the year. A sample was interviewed at about the middle of one month to obtain details for all trips taken “since the beginning of last month.” Since the ending date of each trip was recorded, each trip was assigned to the first or second half of the month in which it occurred. Thus, each of the 12 samples yielded 6 weeks of trip information allocated in the following groups:

Group I. First half of “last month” (i.e., period immediately following the beginning of the recall period),

Group II. Second half of “last month,” and

Group III. First half of “this month” (i.e., period immediately preceding the interview).

Thus, the first half of a given month would consist of Group I and Group III, while the second half of the month would consist of Group II only. This monthly rotation plan provided an excellent framework to test possible biases by comparing estimates of travelers derived from Groups I and III.³ If no biases were operating, it would be expected that the totals for the first half of a given month, as obtained from Group I (the recall period the furthest from interview date), would be identical to that obtained from Group III (the recall period most proximate to the interview date). Since each sample was representative of the same population, any difference between the samples is attributable to sampling variability and response error. Tables 1 and 2 compare Groups I and III.

TABLE 1. Independent Estimates of Total Travelers on Group I and Group III Samples: Half-Month Periods, 1957

(Millions of travelers)				
Period	Group I sample ¹	Group III sample ²	Ratios	
			Group I ÷ by Group III	3-month moving average
First half of—				
February..	4.28	3.10	.72	-
March.....	4.45	2.62	.59	-
April.....	4.13	1.64	.40	.57
May.....	6.61	3.66	.55	.52
June.....	8.25	2.65	.32	.42
July.....	8.76	4.77	.54	.47
August....	11.63	5.70	.49	.46
September.	9.48	4.40	.46	.50
October...	4.08	2.34	.58	.49
November..	4.80	2.33	.49	.49
December..	3.66	1.28	.35	.47
Total, 11 months..	70.13	34.49	.49	-

¹Recall period begins 6 weeks before interview. The information obtained refer to the “first half of last month;” i.e., half-month at the beginning of the recall period.

²Recall period immediately precedes interview. The information obtained refer to the “first half of this month;” i.e., half-month period preceding the interview.

Major Findings of the Survey—On the basis of comparing Group I (data referring to beginning of recall period) with Group III (data referring to end of a recall period), three tentative conclusions can be reached with respect to biases resulting from response error.

(1) *The number of travelers were underreported and/or there was a tendency to report trips as occurring more recently than they actually occurred.* Table 1

³ The second half of the month cannot be analyzed because the data source is solely from Group II.

shows that for a total of 11 half-month periods (February to December 1957), Group I reported 49 travelers to every 100 reported by Group III. Thus, twice as many travelers were reported for the half-month when it immediately preceded the interview (Group III) than when it was at the beginning of the recall period (Group I). These findings can be interpreted in one of two ways.

One interpretation is that the data from the Group III interview were the most accurate since they were obtained within a half-month after the actual occurrence of the travel. Under this assumption, table 1 indicates that Group I (data referring to period farthest removed from interview) understated travel for 11 first half-month periods during the year by more than 50 percent.

Another interpretation is that within a given 6-week recall period there is a tendency to report trips as being more recent than they actually occurred. This phenomenon is referred to here as "time bias." Its effect is the heaping of trips into the period nearest to the interview date. If the time bias was operating, it could be argued that some of the trips reported by Group III actually should have been placed in Group II (the last half of the month). Similarly, some of the trips reported for Group II should have actually been placed in Group I.

TABLE 2. Percent Distribution of Major Travel Characteristics for Travelers on Group I and Group III
Samples: 1957

Travel characteristic	Group I sample ¹	Group III sample ²
Total.....	100	100
Means of transport—		
Auto.....	87	87
Rail.....	3	3
Air.....	4	4
Other.....	6	6
Purpose of trip—		
Business.....	19	24
Visit friends and relatives	43	40
Other pleasure.....	29	27
Personal.....	9	9
Distance of trip—		
Under 200 miles.....	72	73
200 miles or more.....	28	27

NOTE: Data for both groups refer to accumulation of all first half-month periods during the year.

¹The information obtained refer to the "first half of last month;" i.e., half-month at the beginning of recall period.

²The information obtained refer to the "first half of this month;" i.e., half-month period preceding the interview.

In actuality, the difference between Group I and Group III is probably a combination of underreporting and time bias.

(2) *Stability of underreporting and/or time bias.* Table 1 also indicates that these biases are relatively stable throughout the year. The half month at the beginning of the recall period (Group I) yielded about half as many travelers as the half month preceding the interview (Group III), with relatively little variation by season of the year or even from month to month.

(3) *Bias cannot be attributed to travel characteristics.* It is interesting to note that when the travelers in Group I and in Group III are each distributed in terms of percent by major travel items, there is little difference between them (table 2). Although about twice as many travelers were reported for the half month preceding the interview, the "travel mix" (i.e., percent distribution of means of transport, reason of trip, and distance) is similar for both groups.

Tentative Conclusions from Survey Test Data—

The specific cause (or causes) of the underreporting of travelers and/or the tendency to displace the occurrence of trips, has not been positively identified, but the analysis suggests that the bias was, to a significant extent, attributable to an inadequate identification of the beginning of recall periods. A specific date, such as "the beginning of last month," may not be a significant reference point to which most people can relate. An additional factor that may have contributed to the bias is the procedure of conducting cross-sectional interviews with 12 independent samples of households (as opposed to several interviews with one longitudinal sample of households). The advantage of the longitudinal procedure is a continuity between interviews (i.e., the trip information reported during an earlier interview can be used as a point of departure for current recall periods). When a sample is interviewed once (cross-sectionally), with "the beginning of last month" as the reference point, there is neither a meaningful delineation of the start of the recall period nor a continuity of information between time periods.

THE 1963 NATIONAL TRAVEL SURVEY

In brief, the 1963 Travel Survey program consisted of one basic survey and three evaluational surveys. These are described below.

THE BASIC NATIONAL TRAVEL SURVEY

The 1963 survey method was based on a system of time-linked interviews with a fixed (i.e.,

longitudinal) panel of 6,000 households. The beginning of a recall period was identified with an "event" rather than a date. Time linkage was accomplished by bringing the record for each household up to date with quarterly interviews. The first interview was taken in early April to collect information about all travel "since New Year's Day." The Christmas holiday season (*ending with New Year's Eve*) was considered to be a significant event. It was hoped that most people could quite accurately recall whether a trip occurred before or after New Year's Day, even though they might not be able to recall the precise date.

The information collected in April was used as a point of departure for a July interview. The interviewer was instructed to review this information with the respondent. This review helped to avoid duplication of earlier trips and aided respondents in recalling recent trips. As a basis for continuing the travel record, the respondent was asked to report trips occurring since the last trip shown on the April report. For example, if the last trip shown on the April report was to Boston in January, the interviewer would request information about travel "since the trip to Boston in January." If the last trip was to Detroit in April, the questions would be concerned with travel "since the trip to Detroit in April." If no trips had been taken prior to the April interview, that fact was mentioned in the interview and questions were asked about trips since New Year's Day. References to precise dates were avoided.

The records were brought up to date again by an interview in October, and the year's record was completed by a January 1964 interview. The October and January procedures were similar to the one described above for July. The total travel record was reviewed or discussed with the respondent to aid recall and to give an opportunity to add trips (if any) that had been overlooked in earlier interviews.

THE EVALUATIONAL SURVEY

The Survey Design—An intensive, small-scale evaluation program was made a part of the 1963 survey procedure. The evaluation program, carried out with three different panels of about 1,000 households each, was designed principally to estimate the probable effect of (a) more intensive interviewing (i.e., probing) than was done in the basic survey, (b) varying the frequency of the interviews to update the record (hence, length of the recall period), and (c) the potential benefits that could be expected from interviewing both husband and wife together, as compared with interviewing "any responsible person" in the household.

Each of the three test panels was identical with respect to the following characteristics: (1) Each represented the total noninstitu-

tional, civilian population in the United States; (2) each consisted of about 1,000 households; (3) each recall period was identified initially by New Year's Day and brought up to date periodically, although the timing differed among the test panels; and (4) the depth of interviewing was uniform among the test panels. However, the interviews for each of the test panels involved substantially more probing to aid recall than was done in the basic survey. On the evaluational program, the respondents were asked specific questions about travel for various purposes and about the travel activity of each household member.

The major differences between test panels and the basic survey were size of sample, type of respondents interviewed, intensity of questioning, and periodicity of interviews or length of recall period. The basic sample contained about 6,000 households as compared with about 1,000 in each of the test panels. Information for two of the three test panels was based on interviews with any responsible person in the household, and was comparable to the basic survey in this respect. One test panel was based on interviews with husband and wife together, to see if "team effort" would aid recall and yield substantially better results. The remaining differences were principally concerned with the frequency of interview and length of recall period. Each of the three evaluational panels and the basic survey are illustrated in figure 1. The three panels are labeled as follows:

Panel A (short recall)—1,000 households interviewed in June (to get trips from beginning of year), July, August, September, and October (monthly trip information).

Panel B (respondent effect)—1,000 households with "head and wife" designated as respondents interviewed three times: (1) In July 1963 (to get trips for first 6 months of the year); (2) in October 1963 (trips taken from July to the end of September); and (3) in January 1964 (trips taken from October through December).

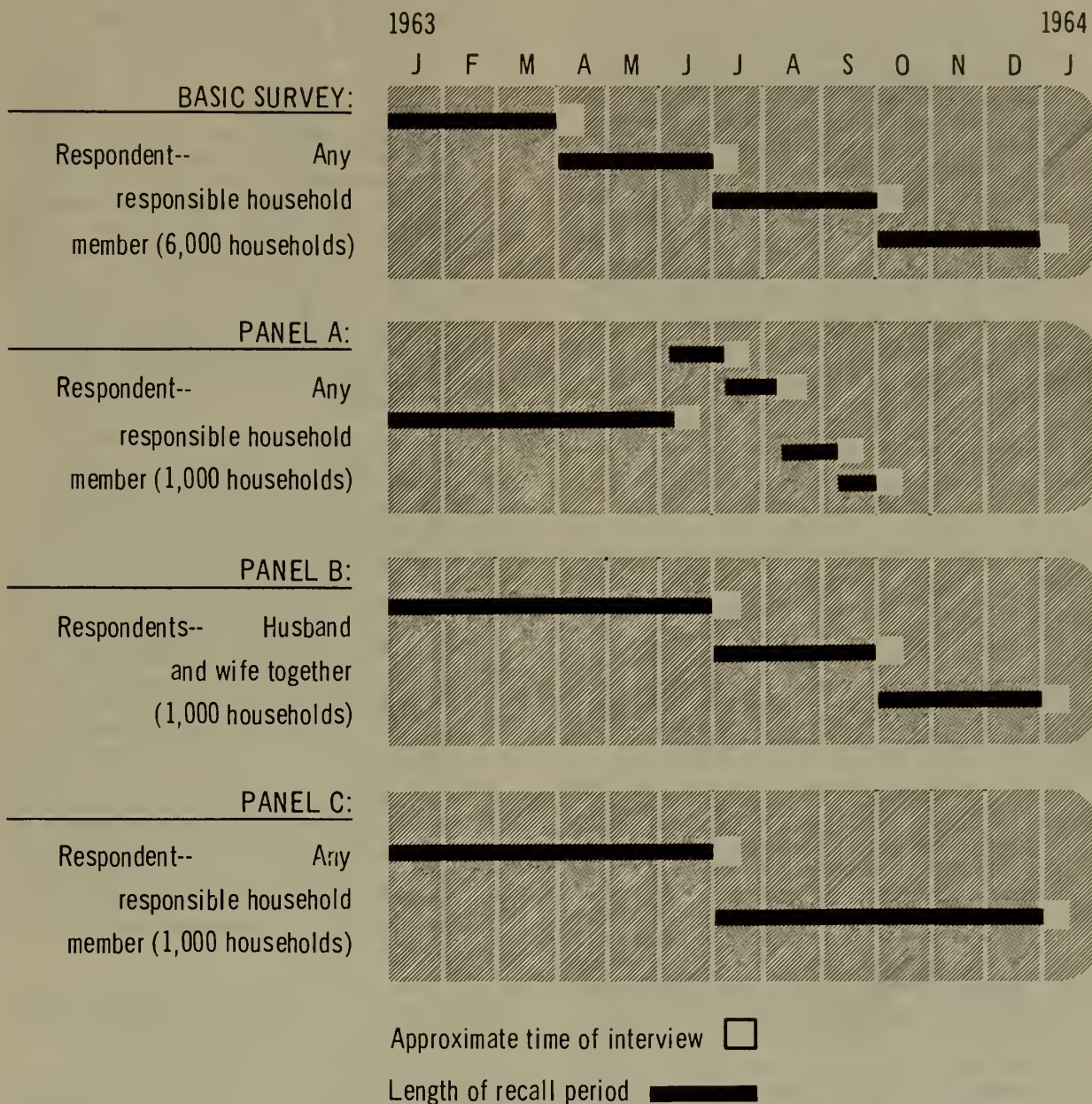
Panel C (long recall)—1,000 households interviewed twice (once in July 1963 for trips taken during the first half year and once in January 1964 for trips taken the second half year).

Major Findings of the Evaluational Program—The major purpose of the 1963 Evaluational Program was to serve as a quality control on the basic 1963 travel survey. As a result of 1957 experience, there were two questions that needed to be answered with regard to the 1963 Travel Survey: (1) Is the estimate of travel volume in 1963 reliable? (2) Are the estimates of total travel volume, as distributed within var-

1963 Travel Survey

Fig. 1.

TIMING OF INTERVIEWS AND LENGTH OF RECALL PERIODS



ious time periods during the 1963 calendar year, reliable? Tentative conclusions regarding these two questions are stated and discussed below.

(1) *No evidence of underreporting in basic 1963 survey.* This conclusion can be examined by comparing the travel estimates yielded from the quarterly basic travel survey with those yielded from evaluational surveys.

There are three comparisons that can be made on quarterly estimates between the basic travel survey and the evaluational panels. The summer quarter estimates (i.e., July through September) can be compared with Panel A (the monthly recall group) and Panel B (head and wife) respondent group. Also, a comparison can be made on the fourth quarter, between the basic survey and Panel B.

Panel A (monthly recall group) was designed primarily to obtain a month-by-month reconstruction of travel activity during the summer period when the travel volume was at its peak. In addition to monthly recall periods, an intensively probing questioning method was utilized on Panel A. A comparison of Panel A with the basic survey is shown in table 3. Over the summer period, each panel yielded an identical number of travelers (to the nearest million), suggesting that if any biases were operating, they were not reflected in the total estimated volume of travel for the third quarter. When the results are examined month by month (table 3), it is interesting to note that there are compensating differences between the two panels (in each month) which balance out over the 3-month period.

TABLE 3. Comparison of Travelers on Basic Survey with Those on Test Panel A: 1963

(Millions of travelers)			
Period	Basic survey	Test Panel A	Basic survey change from Panel A
July.....	56.9	57.4	-0.5
August.....	64.0	65.9	-1.9
September.....	46.4	44.0	+2.4
July to September	167.3	167.3	0.0

NOTE: The primary difference between the basic survey test panel A was the frequency of interview. The basic survey panel was interviewed quarterly while Test Panel A was interviewed monthly.

Comparing the estimated trip volume for the third and fourth quarters in 1963 between the basic survey and Panel B (in table 6), there are quarterly discrepancies between the two, but, when the data are aggregated to represent the last 6 months of the year, the quarterly differences are compensated. Panel B yielded 15 million more travelers during the third quarter, but the basic survey showed 16 million more travelers during the fourth quarter. The net difference between the basic survey and Panel B is less than 1 million travelers for the last 6 months. This difference is insignificant.

(2) *Underreporting in evidence when the recall period is extended to 6 months for undesignated respondent.* Downward biases were found when recall periods were extended to 6 months and information was obtained from an undesignated respondent. Table 4 compares the estimated number of travelers yielded from the basic travel survey for each of the 6-month periods (which were based on quarterly interviews) with the number of travelers estimated with Panels A and C

for 6-month recall periods. Panel A was first interviewed about mid-June for trips since New Year's and then interviewed about mid-July to complete the first half-year record. Panel C was interviewed in early July to obtain information for trips taken since New Year's and again in January to complete the year's record.

By summing the first two quarterly periods, estimates for Panels A and C for the first 6 months were roughly 26 million and 20 million travelers, respectively, below estimates for the basic survey (table 4). Panel A did not cover the second 6 months. The estimates of travelers for the second 6 months from Panel C fell almost 80 million short of estimates derived from summing the last two quarters of the basic 1963 survey. In terms of annual aggregates, Panel C (when compared to the basic survey) underreported 100 million travelers.

The fact that Panel C underreported disproportionately greater numbers of travelers in the second half of the year than in the first half seems attributable in some measure to the timing of interviews. When the panel was first interviewed in July, the summer seasonal peak in travel was just starting (see table 5). Thus, respondents had relatively little trouble recalling trips taken in May and June. Most of the downward bias in reporting was attributable to the first three months of the 6-month period. The second interview in January was 4 or 5 months removed from the summer travel peak. Table 5 shows that there were 74 million less travelers reported by Panel C than that shown by the basic survey for the months of July, August, and September. For the last three months of the year, there was only a 4 million difference between the basic survey and Panel C.

TABLE 4. Comparison of Travelers on Basic Survey Sample (Quarterly Interviews) with Those on Test Panels A and C (Semiannual Interviews): 1963

(Millions of travelers)					
Time period	Basic survey	Test Panel A	Test Panel C	Change from basic survey	
				Panel A	Panel C
First half year..	216.5	190.4	196.7	-26.1	-19.8
Second half year..	270.9	(NA)	191.1	(NA)	-79.8
Year total...	487.4	(NA)	387.8	(NA)	-99.6

NOTE: Primary difference between the basic survey and the test panels was the frequency of interview. The basic survey panel was interviewed quarterly in contrast to the 6-month recall periods for the test panels. Interviews were with any responsible person in the household.

TABLE 5. Number of Travelers Reported for each Month of 1963 by Basic Survey Test and Panels B and C

(Millions of travelers)			
Month	Basic survey	Test Panel B	Test Panel C
January.....	27	22	24
February.....	30	23	22
March.....	38	26	24
April.....	28	43	34
May.....	35	43	38
June.....	57	56	57
July.....	57	62	39
August.....	64	66	30
September.....	46	54	24
October.....	28	30	30
November.....	37	28	36
December.....	38	31	33

NOTE: The horizontal line designates the approximate date of interview and the extent of the recall period (upward to the previous horizontal line).

(3) *No evidence of underreporting when recall period is extended for 6 months and the husband and wife are interviewed as a team.* Table 6 illustrates that in Panel B, where the husband and wife were interviewed as a team, the effect of a long 6-month recall period is almost completely mitigated. A 6-month recall period applied to the head and wife respondent yielded only 3.2 million less travelers than the two quarterly basic travel survey interviews.

(4) *Time bias indicated in 1963 Travel Survey.* Within a given recall period, there is a tendency for the timing of trips to be heaped toward the date of the interview. Trips tend to be reported as being more recent than they actually occur.

The statistical basis for the tentative conclusion concerning time bias is given in table 5, which presents monthly estimates from the basic survey and two of the test panels. The horizontal lines in each of the columns designate the approximate date of each interview and the recall period.

The normal seasonal pattern is "bell shaped," rising from a winter low (around January or February) to a summer peak (in July and August), followed by a decline to the next winter low. One would

not expect to find significant irregularities from month to month, or substantial differences from that bell-shaped pattern. In contrast to that anticipated pattern, table 5 shows a clear tendency to "pile up" as the dates approach the time of interview. For example, the basic survey (first column of table 5) shows a strong upward trend from January through March, but this trend is followed by a sharp drop in April. March was the last month in one recall period and April was the first month in the next. The estimated travel in June was identical to July, although one would expect to find a substantial increase between these two months. The June level was probably overstated because it was the terminal month of the recall period, and July understated because it was the initial month of the next recall period. Similar indications of time bias may be seen in the corresponding data for Test Panels B and C.

TABLE 6. Comparison of Travelers on Basic Survey with Those on Panel B: 1963

(Millions of travelers)			
Period	Basic survey	Test Panel B	Change from Panel B
First half year...	216.5	213.3	+3.2
Last half year....	270.9	270.4	+0.5
Third quarter...	167.3	182.5	-15.2
Fourth quarter..	103.6	87.9	+15.7

NOTE: Primary differences were (a) periodicity and (b) source of information. Basic survey involved two quarterly interviews with any responsible person in the household. Test panel B involved one interview at the end of the half-year, with husband and wife together, insofar as this was feasible.

CONCLUSIONS AND IMPLICATIONS FOR FUTURE METHODOLOGICAL DEVELOPMENTS

The 1957 survey, described earlier, showed a bias which was attributable to underreporting of trips and/or time bias (the tendency to report trips as occurring earlier than they actually occurred). Although there was no evidence of underreporting in 1963, the time bias was clearly noticeable. Future developments in methodology should include methods for eliminating or reducing the time bias.

Appendix C

REPORT FORMS

National Travel Survey: Screening Card

Form TC-100 of 12-5-63 forms

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

Budget Bureau No. 41-6247.1; Approval Expires June 30, 1964

1963 CENSUS OF TRANSPORTATION
NATIONAL TRAVEL SURVEY
SCREENING CARD
QUARTERLY HOUSEHOLD SURVEY

CONFIDENTIAL - This inquiry is authorized by Act of Congress (13 U.S.C.). The report you submit to the Census Bureau is confidential and may be seen only by sworn Census employees. It may not be used for purposes of taxation, investigation, or regulation.

A. HOUSEHOLD NO. **B. CONTROL NO.**
PSU Rotation Segment Serial No.

Section I - TRIP IDENTIFICATION

INTRODUCTION	April	July	October	January
Now, I have some questions about travel by the members of this household.	C. Interviewer code	C. Interviewer code	C. Interviewer code	C. Interviewer code
April interview Time reference: Since New Year's Eve --	D. Respondent Line Number	D. Respondent Line Number	D. Respondent Line Number	D. Respondent Line Number
July, October, January interviews	E. Noninterview reason	E. Noninterview reason	E. Noninterview reason	E. Noninterview reason
Review: Last time you reported --				
1. The following trips: (See Section II)				
OR				
2. That no trips were taken.				
Time reference:				
1. Since the trip to . . . , for . . . --				
OR				
2. Since New Year's Eve -- (For January interview: Since January 1st of last year --)				
1. -- Have you, . . . , . . . , or . . . been out of town overnight or longer? (Include all trips completed during the survey period regardless of when they began)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Now, I want to know about trips that did not last overnight. Have you, . . . , . . . , or . . . taken only one day trips to a place at least 100 miles away from home since. . . ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

(If "Yes," in Items 1 or 2, list trip units in Section II)

Section II - LIST OF TRIPS

INTERVIEWER - List each trip taken on a separate line below. For places visited four or more times during the interview period for the same reason, record each month's trips on a separate line and indicate the number of trips during the month in Column 7.

3. Trip Unit No.	4. Major destination (City and State, or Country)	5. Main reason for taking trip	6. Month trip ended or Month covered	7. Number of trips in this trip unit	8. Most recent trip recorded ("X" appropriate box)
1					
2					
3					
4					
5					
6					
7					

Section II continued on reverse

USCOMM-DC 13853 P-63

National Travel Survey: Trip Report

REPORT FORMS

Form _____ of _____ forms Budget Bureau No. 41-6247.1; Approval Expires June 30, 1964

1 OHM TC-101 (2-5-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS

1963 CENSUS OF TRANSPORTATION

NATIONAL TRAVEL SURVEY

TRIP REPORT

QUARTERLY HOUSEHOLD SURVEY

CONFIDENTIAL - This inquiry is authorized by Act of Congress (13 U.S.C.). The report you submit to the Census Bureau is confidential and may be seen only by sworn Census employees. It may not be used for purposes of taxation, investigation, or regulation.

A. HOUSEHOLD NUMBER **B. CONTROL NUMBER**

PSU Rotation Segment Serial No.

C. PRESENT ADDRESS (Footnote origin of trips taken from an earlier address)
City or town State

INTERVIEWER: ☐ Household noninterview (Enter reason in Item 1) ☐ Transcribe from screening card (Form TC-100) ☐ OR ☐ No trips during interview period (Full Items 12-15)

1. Trip unit number, or noninterview reason **2. Major destination** **3. Main reason for taking trip** **4. Month trip ended or Month covered** **5. Number of trips covered** (If more than one trip, ask Items 7 through 11 for the first trip in the month) **6. Line Number of respondent**

7. What members of the household went on the trip? (Enter QHS - 000 Line Numbers)

8. What transportation did... use? (**X** as many as used. Exclude local transportation.)

9. How many nights did... stay away from home?

10. In what States did... stay overnight? (Enter the number of nights spent in each State)

11. What overnight lodgings did... use? (Enter the number of nights at each accommodation)

INTERVIEWER: **12. How many automobiles are owned by members of this household?** **ASK CONCERNING HEAD OF HOUSEHOLD** **13. Does... have a job or business?** (**X** one) **14a. What kind of work does... do?** Occupation **15. What was... doing last week?** (**X** one)

Ask Items 12 through 15 for all households first time interviewed for travel survey

☐ Yes (Ask Items 14a and b) ☐ No (Skip to Item 15)

b. In what business or industry was that? Industry

☐ Looking for work ☐ Keeping house ☐ Retired ☐ School ☐ Unable to work ☐ Other (Describe)

Additional columns and "Remarks" on reverse

USCOMM-DC 13854 Rev 3

Home-to-Work Survey

99

INTRODUCTION: We are interested in the kind of work people do, where they work, and how they get to work <div style="text-align: right;">FIRST</div>	1. How many automobiles are owned by members of this household? <div style="text-align: center;">_____</div> (Number)	(ASK FOR ALL CIVILIAN HOUSEHOLD MEMBERS 14 YEARS OF AGE OR OLDER) 2. Does . . . have a job or business? (Complete one line for each person.)	Line No. 1 (Head)
INTERVIEWER: Ask the remaining items for household members with a job or business. (Those checked "Yes" in Item 2.)			
Enter QHS CC Line No.		Line No.	FIRST WORKER
5a. In what city and county does . . . work?		City, town, or village	City, town, or village
(If city, town, or village)		County	County
5b. Is that within the limits of . . . (City, town, or village)?		State	State
6. How far is it from home to the place where . . . works? (If up to one mile, enter nearest quarter of a mile; thereafter, enter nearest full mile. If person works at no fixed place, at home, or within 1/4 mile of home, check appropriate box.)		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
7. How does . . . usually get from home to work? (Check only PRINCIPAL method used. If principal method uncertain, enter circumstances in "Remarks" on Page 3.)		Distance OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile (If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)	Distance OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile (If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)
1. Automobile — with others 2. Automobile — no others 3. Bus or streetcar 4. Subway, elevated, other rapid transit 5. Railroad 6. Taxicab 7. Walk only 8. Other (Specify)		1 <input type="checkbox"/> (Go to 8) 2 <input type="checkbox"/> (Go to 8) 3 <input type="checkbox"/> (Go to 10) 4 <input type="checkbox"/> (Go to 10) 5 <input type="checkbox"/> (Go to 10) 6 <input type="checkbox"/> (Go to 10) 7 <input type="checkbox"/> (Go to 10) 8 <input type="checkbox"/> (Go to 10)	1 <input type="checkbox"/> (Go to 8) 2 <input type="checkbox"/> (Go to 8) 3 <input type="checkbox"/> (Go to 10) 4 <input type="checkbox"/> (Go to 10) 5 <input type="checkbox"/> (Go to 10) 6 <input type="checkbox"/> (Go to 10) 7 <input type="checkbox"/> (Go to 10) 8 <input type="checkbox"/> (Go to 10)
INTERVIEWER: If 1 or 2 "Automobile" is checked in Item 7 ask Items 8 and 9, then go to Item 10. If 3 through 8 "Method other than automobile" is checked, skip to Item 10.		Minutes	Minutes
8. How much time is required for . . . to get from home to the place of work by AUTOMOBILE, that is, from the time he leaves the door until he gets to the place he does his work?		Minutes	Minutes
9. What all day parking facilities does . . . use at his place of work? (Check one box only and go to Item 10.)		1. On street 2. Off street — no charge 3. Off street — charge	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/>
10. How far is it from home to the nearest PUBLIC TRANSPORTATION LINE that . . . (does/could) use to get to his place of work? (If over 12 blocks, or none available, STOP FOR THIS PERSON)		1. One to two blocks (Less than 1/4 mile) 2. Three to six blocks (1/4 to 1/2 mile) 3. Seven to twelve blocks (Over 1/2 to 1 mile) 4. Over twelve blocks (Over 1 mile) 5. None available	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>
11. What (is/would be) the one way fare for . . . to get to work by public transportation?		Dollars Cents _____	Dollars Cents _____
12. How much time is required for . . . to get from home to work by public transportation, that is, from the time he leaves the door until he gets to the place he does his work?		Minutes	Minutes

(Mark one box for each line)		3. What kind of work does . . . do? (Occupation)					
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (Ask Item 4, end then STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
1 <input type="checkbox"/> Yes							
2 <input type="checkbox"/> No (STOP FOR THIS PERSON)							
<div style="float: right; width: 20%;">(ASK FOR HOUSEHOLD HEADS WHO DO NOT HAVE A JOB OR BUSINESS)</div> <div>4. What was . . . doing most of last week?</div> <div> <input type="checkbox"/> Looking for work <input type="checkbox"/> Unable to work <input type="checkbox"/> Retired <input type="checkbox"/> Keeping house <input type="checkbox"/> Other (Describe) _____ </div>							
Line No.	THIRD WORKER	Line No.	FOURTH WORKER	Line No.	FIFTH WORKER	Line No.	SIXTH WORKER
City, town, or village		City, town, or village		City, town or village		City, towo or village	
County		County		County		County	
State		State		State		State	
1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	
Distance OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile <i>(If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)</i>		Distance OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile <i>(If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)</i>		Distance OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile <i>(If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)</i>		Distince OR 1 <input type="checkbox"/> No fixed place 2 <input type="checkbox"/> At home 3 <input type="checkbox"/> Within 1/4 mile <i>(If box 1, 2, or 3 is checked, STOP FOR THIS PERSON)</i>	
1 <input type="checkbox"/> (Go to 8)		1 <input type="checkbox"/> (Go to 8)		1 <input type="checkbox"/> (Go to 8)		1 <input type="checkbox"/> (Go to 8)	
2 <input type="checkbox"/> (Go to 8)		2 <input type="checkbox"/> (Go to 8)		2 <input type="checkbox"/> (Go to 8)		2 <input type="checkbox"/> (Go to 8)	
3 <input type="checkbox"/> (Go to 10)		3 <input type="checkbox"/> (Go to 10)		3 <input type="checkbox"/> (Go to 10)		3 <input type="checkbox"/> (Go to 10)	
4 <input type="checkbox"/> (Go to 10)		4 <input type="checkbox"/> (Go to 10)		4 <input type="checkbox"/> (Go to 10)		4 <input type="checkbox"/> (Go to 10)	
5 <input type="checkbox"/> (Go to 10)		5 <input type="checkbox"/> (Go to 10)		5 <input type="checkbox"/> (Go to 10)		5 <input type="checkbox"/> (Go to 10)	
6 <input type="checkbox"/> (Go to 10)		6 <input type="checkbox"/> (Go to 10)		6 <input type="checkbox"/> (Go to 10)		6 <input type="checkbox"/> (Go to 10)	
7 <input type="checkbox"/> (Go to 10)		7 <input type="checkbox"/> (Go to 10)		7 <input type="checkbox"/> (Go to 10)		7 <input type="checkbox"/> (Go to 10)	
8 <input type="checkbox"/> (Go to 10)		8 <input type="checkbox"/> (Go to 10)		8 <input type="checkbox"/> (Go to 10)		8 <input type="checkbox"/> (Go to 10)	
Minutes		Minutes		Minutes		Minutes	
1 <input type="checkbox"/>		1 <input type="checkbox"/>		1 <input type="checkbox"/>		1 <input type="checkbox"/>	
2 <input type="checkbox"/>		2 <input type="checkbox"/>		2 <input type="checkbox"/>		2 <input type="checkbox"/>	
3 <input type="checkbox"/>		3 <input type="checkbox"/>		3 <input type="checkbox"/>		3 <input type="checkbox"/>	
4 <input type="checkbox"/>		4 <input type="checkbox"/>		4 <input type="checkbox"/>		4 <input type="checkbox"/>	
5 <input type="checkbox"/>		5 <input type="checkbox"/>		5 <input type="checkbox"/>		5 <input type="checkbox"/>	
6 <input type="checkbox"/>		6 <input type="checkbox"/>		6 <input type="checkbox"/>		6 <input type="checkbox"/>	
Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents
Minutes		Minutes		Minutes		Minutes	

ASK AT ALL UNITS WITH HEAD AND WIFE DESIGNATED; i.e., those assigned to Group II, Special Travel Survey, in Rotation 3.	Enter QHS CC Line No.			
(Ask for persons in Category 1 - "Automobile - with others" or Category 2 - "Automobile - no others" checked in Item 7.)	Line No.	Line No.	Line No.	Line No.
13. During the past year has . . . used public transportation from here to get to his present place of work of the usual time, even if only once or twice?	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
(Ask for persons with Category 3 - "Bus or streetcar," Category 4 - "Subway, elevated, other rapid transit," or Category 5 - "Railroad" checked in Item 7.)	Line No.	Line No.	Line No.	Line No.
14. During the past year has . . . used an automobile to get to his present place of work of the usual time, even if only once or twice?	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
Remarks				

REPORT FORMS

Evaluation Program: Panel A-Trip Screening Card

Form TC-105 (4-22-63)		U. S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS		Budget Bureau No. 41-K4103, Approval Expires December 31, 1964	
1963 CENSUS OF TRANSPORTATION NATIONAL TRAVEL SURVEY SCREENING CARD CURRENT POPULATION SURVEY				CONFIDENTIAL - This inquiry is authorized by Act of Congress (13 U.S.C.). The report you submit to the Census Bureau is confidential and may be seen only by sworn Census employees. It may not be used for purposes of taxation, investigation, or regulation.	
		A. HOUSEHOLD NUMBER	B. SEGMENT NUMBER	C. CONTROL NUMBER	

Section I - TRIP IDENTIFICATION				
INTRODUCTION Now, I have some questions about travel by members of this household. We are interested in out of town trips, either overnight or one day trips to places at least 50 miles away. June interview, or 1st interview for this household -- Since January 1, 1963. . . . July, August, September (continuing households) Last time you told me that -- Since I was last here	JUNE	JULY	AUGUST	SEPTEMBER
D. Interviewer Code	D. Interviewer Code	D. Interviewer Code	D. Interviewer Code	D. Interviewer Code
E. Respondent Line Number	E. Respondent Line Number	E. Respondent Line Number	E. Respondent Line Number	E. Respondent Line Number
F. Noninterview reason	F. Noninterview reason	F. Noninterview reason	F. Noninterview reason	F. Noninterview reason

1. . . . has anyone in this household taken such trips out of town --		(If "Yes," to any item below, list trips in Section II before asking the next item.) (If "YES," circle "Y"; if "NO," circle "N")			
a. On business?	Y N	Y N	Y N	Y N	Y N
b. For vacation?	Y N	Y N	Y N	Y N	Y N
c. For fishing, hunting, boating, or other outdoor recreation?	Y N	Y N	Y N	Y N	Y N
d. For personal or family affairs or to visit relatives or friends?	Y N	Y N	Y N	Y N	Y N
e. To attend conventions?	Y N	Y N	Y N	Y N	Y N
f. For entertainment or sightseeing?	Y N	Y N	Y N	Y N	Y N
g. For any other reason?	Y N	Y N	Y N	Y N	Y N
(Ask item 2 about each member of the household 6 years of age or older)	Line No.	Y N	Y N	Y N	Y N
2. To make sure that we have all the trips, has taken any trips out of town since (other than the trips already mentioned)?		Y N	Y N	Y N	Y N
(Mark only one "Y" per trip)		Y N	Y N	Y N	Y N
		Y N	Y N	Y N	Y N
		Y N	Y N	Y N	Y N
		Y N	Y N	Y N	Y N

Section II - LIST OF TRIPS				
INTERVIEWER - LIST EACH TRIP on a separate line below. If household members went on a trip together, record this as one trip. If a place was visited four or more times during the interview period, record each month's trips on a separate line and indicate the number of trips during the month in Column 7.				
3. Trip Unit No.	4. Major destination (City and State, or Country)	5. Main reason for taking trip	6. Month trip ended or Month covered	7. Number of trips in this trip unit
1				
2				
3				
4				

Section II continued on reverse

USCOMM-DC 14975 P-63

REPORT FORMS

Form TC-106 (4-19-63)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
Budget Bureau No. 41-6247.1: Approval Expires June 30, 1964

1963 CENSUS OF TRANSPORTATION

**NATIONAL TRAVEL SURVEY
TRIP REPORT**

CURRENT POPULATION SURVEY

A. HOUSEHOLD NUMBER

B. SEGMENT NUMBER

C. CONTROL NUMBER

D. PRESENT ADDRESS (Footnote origin of trips taken from an earlier address)
City or town _____ State _____

E. Transcribe from CPS Control Card for household members 13 years of age or younger.

Line No. CC 13	Relationship to head CC 15	Age CC 18	Race CC 20	Sex CC 21

F. Transcribe from CPS control card for household

1. Total family income CC 33	(Enter alphabet code)
2. Education of head	CC 24 CC 25

INTERVIEWER:

☐ Household noninterview (Enter reason in Item 1)

OR

TRANSCRIBE FROM SCREENING CARD (Form TC-105)

OR

☐ No trips during interview period (Fill Item 12 at bottom of card)

1. Trip unit number, or noninterview reason → _____

2. Major destination

City _____

State (or Country) _____

3. Main reason for taking trip

☐ Outdoor recreation (Hunting, fishing, etc.)
☐ Personal or family affairs
☐ Visit relatives or friends
☐ Conventions

☐ Business
☐ Entertainment (e.g. theatre, sports, etc.)
☐ Sightseeing
☐ Other (Specify) _____

4. Month trip ended or Month covered _____

5. Number of trips covered (If more than one trip, ask Item 7 through 11 for the first trip in the month) _____

6. Line Number of respondent _____

7. What members of the household went on the trip? (Enter QHS - 300 Line Numbers)

--	--	--	--	--	--	--	--	--	--

8. What transportation did... use? ("X" as many as used. Exclude local transportation.)

☐ Auto ☐ Commercial airlines ☐ Train ☐ Other (Specify) _____

☐ Bus ☐ Private airplane ☐ Ship or boat

☐ Other (Specify) _____

9. How many nights did... stay away from home?

☐ No nights (Skip Item 10 and 11)

Number of nights _____

☐ No nights (Skip Item 10 and 11)

Number of nights _____

10. In what States did... stay overnight? (Enter the number of nights spent in each State)

State	No. of nights	State	No. of nights

11. What overnight lodgings did... use? (Enter the number of nights at each accommodation)

Lodgings	No. of nights	Lodgings	No. of nights
Commercial hotel, motel, etc.		Commercial hotel, motel, etc.	
Relatives or friends		Relatives or friends	
Own cottage NOT in public recreational area		Own cottage NOT in public recreational area	
In a public recreational area		In a public recreational area	
Enroute; auto, bus, train, plane, ship, etc.		Enroute; auto, bus, train, plane, ship, etc.	
Other (Specify)		Other (Specify)	

12. How many automobiles are owned by members of this household?

Number _____

REPORT FORMS

Evaluation Program: Panel B-Trip Screening Card

Form _____ of _____ forms Budget Bureau No. 41-R2183; Approval Expires December 31, 1964

FORM TC-108B (4-30-63)		U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS		CONFIDENTIAL - This inquiry is authorized by Act of Congress (13 U.S.C.). The report you submit to the Census Bureau is confidential and may be seen only by sworn Census employees. It may not be used for purposes of taxation, investigation, or regulation.			
1963 CENSUS OF TRANSPORTATION NATIONAL TRAVEL SURVEY SCREENING CARD QUARTERLY HOUSEHOLD SURVEY				A. HOUSEHOLD NO.			
				B. CONTROL NO. PSU Rotation Segment Serial No.			
Interview husband and wife together for this household. (If not interviewed together, footnote Item D and enter reason in Remarks.)							
Section I - TRIP IDENTIFICATION							
INTRODUCTION Now, I have some questions about travel by members of this household. We are interested in out of town trips, either overnight or one day trips to places at least 50 miles away.				JULY		OCTOBER	
				C. Interviewer code		C. Interviewer code	
July interview, or 1st interview for this household - - Since January 1, 1963 October, January (continuing households) Last time you told me that - - Since I was last here				D. Respondent(s) Line Number(s)		D. Respondent(s) Line Number(s)	
				E. Noninterview reason		E. Noninterview reason	
1. . . . has anyone in this household taken such trips out of town - -				(If "Yes," to any item below, list trips in Section II before asking the next item.) (If "Yes," circle "Y;" if "No," circle "N")			
a. On business?				Y	N	Y	N
b. For vacation?				Y	N	Y	N
c. For fishing, hunting, boating, or other outdoor recreation?				Y	N	Y	N
d. For personal or family affairs or to visit relatives or friends?				Y	N	Y	N
e. To attend conventions?				Y	N	Y	N
f. For entertainment or sightseeing?				Y	N	Y	N
g. For any other reason?				Y	N	Y	N
(Ask Item 2 about each member of the household 6 years of age or older)				Line No.			
2. To make sure that we have all the trips, has taken any trips out of town since (other than the trips already mentioned)? (Mark only one "Y" per trip)				Y	N	Y	N
				Y	N	Y	N
				Y	N	Y	N
				Y	N	Y	N
				Y	N	Y	N
Section II - LIST OF TRIPS							
INTERVIEWER - LIST EACH TRIP on a separate line below. If household members went on a trip together, record this as one trip. If a place was visited four or more times during the interview period, record each month's trips on a separate line and indicate the number of trips during the month in Column 7.							
3. Trip Unit No.	4. Major destination (City and State, or Country)	5. Main reason for taking trip	6. Month trip ended or Month covered	7. Number of trips in this trip unit			
1							
2							
3							

Section II continued on reverse

USCOMM-OC 149768 P-63

Evaluation Program: Panel C-Trip Screening Card

REPORT FORMS

Form _____ of _____ forms Budget Bureau No. 41-R2183; Approval Expires December 31, 1964

FORM TC-108A <small>(4-50-63)</small>	U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS	CONFIDENTIAL - This inquiry is authorized by Act of Congress (13 U.S.C.). The report you submit to the Census Bureau is confidential and may be seen only by sworn Census employees. It may not be used for purposes of taxation, investigation, or regulation.												
1963 CENSUS OF TRANSPORTATION NATIONAL TRAVEL SURVEY SCREENING CARD QUARTERLY HOUSEHOLD SURVEY		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">A. HOUSEHOLD NO.</td> <td style="width: 25%;">B. CONTROL NO.</td> <td style="width: 25%;">PSU</td> <td style="width: 25%;">Rotation</td> <td style="width: 25%;">Segment</td> <td style="width: 25%;">Serial No.</td> </tr> <tr> <td style="height: 30px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	A. HOUSEHOLD NO.	B. CONTROL NO.	PSU	Rotation	Segment	Serial No.						
A. HOUSEHOLD NO.	B. CONTROL NO.	PSU	Rotation	Segment	Serial No.									

Section I - TRIP IDENTIFICATION

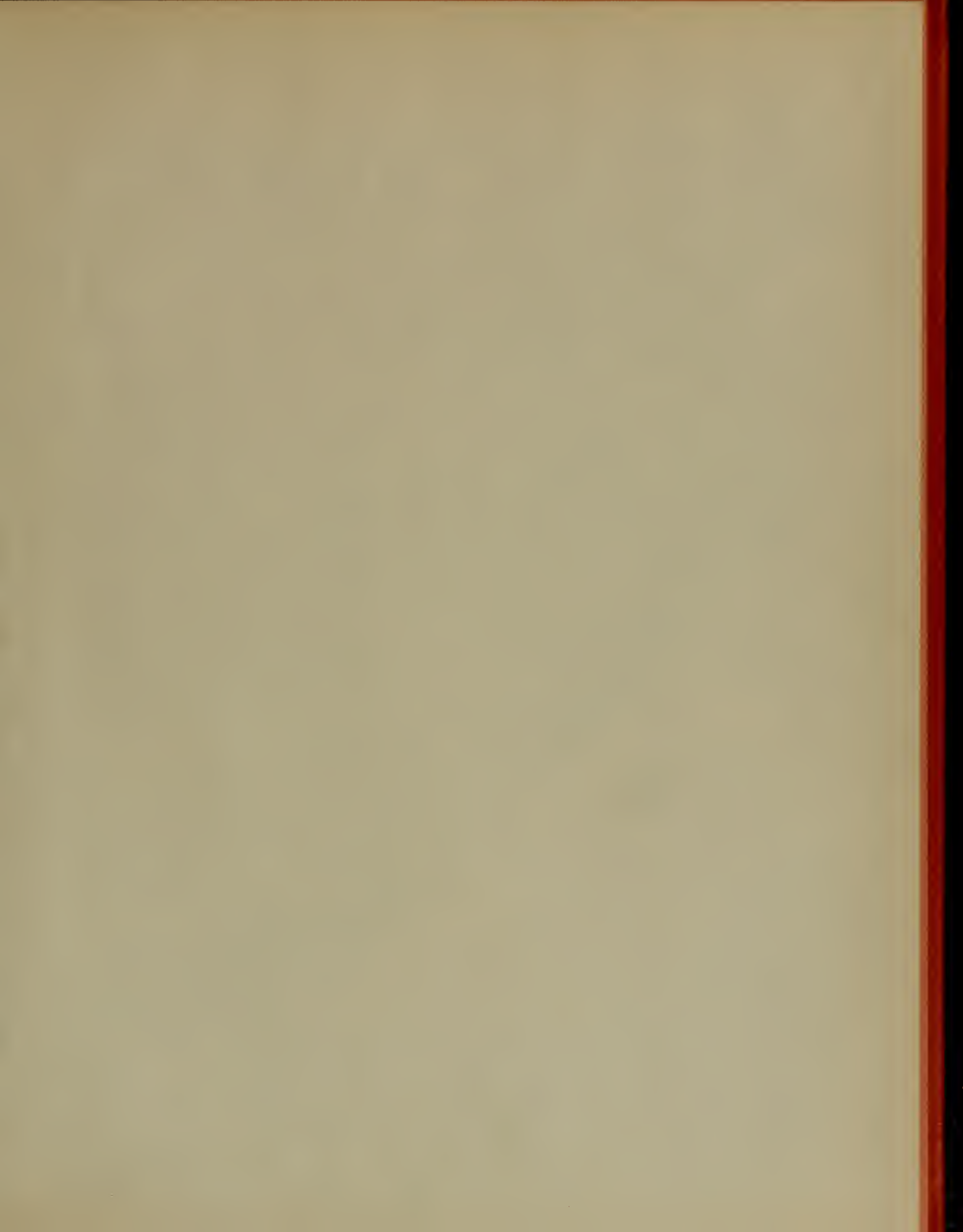
INTRODUCTION Now, I have some questions about travel by members of this household. We are interested in out of town trips, either overnight or one day trips to places at least 50 miles away. July interview, or 1st interview for this household - - Since January 1, 1963 . . . January (continuing households) Last time you told me that - - Since I was last here . . .	JULY	JANUARY
	C. Interviewer code	C. Interviewer code
	D. Respondent(s) Line Number(s)	D. Respondent(s) Line Number(s)
	E. Noninterview reason	E. Noninterview reason
1. . . . has anyone in this household taken such trips out of town - - (If "Yes," to any item below, list trips in Section II before asking the next item.) (If "Yes," circle "Y;" if "No," circle "N")		
a. On business?	Y N	Y N
b. For vacation?	Y N	Y N
c. For fishing, hunting, boating, or other outdoor recreation?	Y N	Y N
d. For personal or family affairs or to visit relatives or friends?	Y N	Y N
e. To attend conventions?	Y N	Y N
f. For entertainment or sightseeing?	Y N	Y N
g. For any other reason?	Y N	Y N
(Ask Item 2 about each member of the household 6 years of age or older)	Line No. Y N	Y N
2. To make sure that we have all the trips, has . . . taken any trips out of town since . . . (other than the trips already mentioned)?	Y N	Y N
(Mark only one "Y" per trip)	Y N	Y N
	Y N	Y N
	Y N	Y N
	Y N	Y N

Section II - LIST OF TRIPS

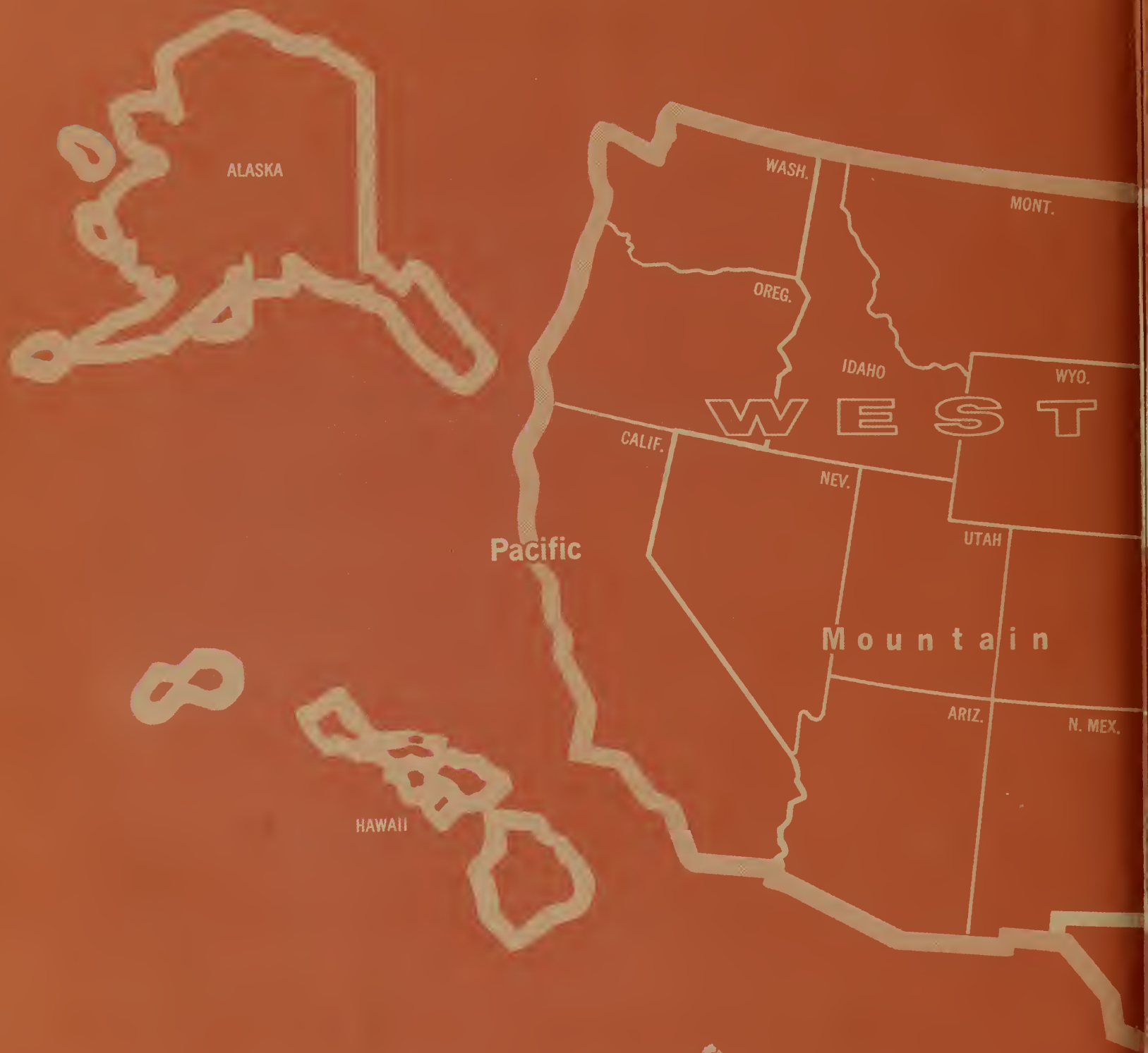
INTERVIEWER - LIST EACH TRIP on a separate line below. If household members went on a trip together, record this as one trip. If a place was visited four or more times during the interview period, record each month's trips on a separate line and indicate the number of trips during the month in Column 7.				
3.	4.	5.	6.	7.
Trip Unit No.	Major destination (City and State, or Country)	Main reason for taking trip	Month trip ended or Month covered	Number of trips in this trip unit
1				
2				
3				

Section II continued on reverse

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